

Airman has the ear of the heir . . .



HMS Ark Royal's Commander (Air) Cdr. Colin Ferbrache has a last word with the Prince of Wales as a Sea King of 845 Naval Air Squadron prepares to fly the carrier's royal visitor off to meet British troops in war-torn Bosnia.

In a farewell message to the Ark Prince Charles praised the ship's company's "cheerful good humour and thoroughly professional approach."

"I derived immense pride from the fact that Britain is being represented so effectively by the RN," he said. "Splice the mainbrace!"

Ashore at the Croatian port of Split the Prince met more members of 845 Squadron — he is an ex-845 pilot himself — who were later to begin airlifting wounded Muslims from the besieged Bosnian town of Srebrenica (see back page and pages 3 and 17).

Picture: LA(Phot) Richard Thompson



SEA CHANGE FOR MARINES



THE Royal Marines go through the biggest change in their organisation in 30 years this month as the Corps is put under the command of CINCFLEET.

From April 1 all units will be working through a new headquarters at Portsmouth — temporarily established in Creasey Block, HMS Nelson (Gunwharf) before transfer to Whale Island.

It incorporates the three former HQs of Dept of Commandant General Royal Marines, formerly based in London; Commando Forces Royal Marines at

Plymouth; and Training and Reserve Forces Royal Marines at Poole.

A total of 220 service posts are affected, reducing to 188 in the new HQ — but no redun-

dancies are planned as surplus staff are being redeployed. Some 51 civilian posts are involved with 39 being created in Portsmouth.

● Turn to back page



Plum jobs

INSIDE this month — from the north of Norway to the white south of Antarctica.

● Above: Sgt Neil Morris teaches Miss Globe and Laurel Michelle Egginton the Telemark turn during her visit to the Royal Marines' Arctic training ground (see centre pages).

● Right: HMS Endurance — the "Red Plum" — passes through the spectacular Lemaire Channel at the end of another tour at the bottom of the world (page 9).

Keeping cool in Cambodia

STEADY nerves are obviously one of the main qualifications needed if you're a member of Naval Party 1042, part of UNTAC, the United Nations Transitional Administration in Cambodia.

Pictured right, keeping his cool with a soothing read of the Navy News is Lieut. David Wells (with his US counterpart Major Mike Bailey) as they fly in a helicopter off the Cambodian coast during a mission to investigate a reported sighting of surface-to-air missiles being held by Cambodia Government Forces.

As a helicopter is the ideal target for such missiles and they had previously come under small arms fire, they were probably glad of Navy News to take their minds off the problem. Happily, their mission was a great success and they located the reported missiles and confiscated the batteries and trigger mechanisms.

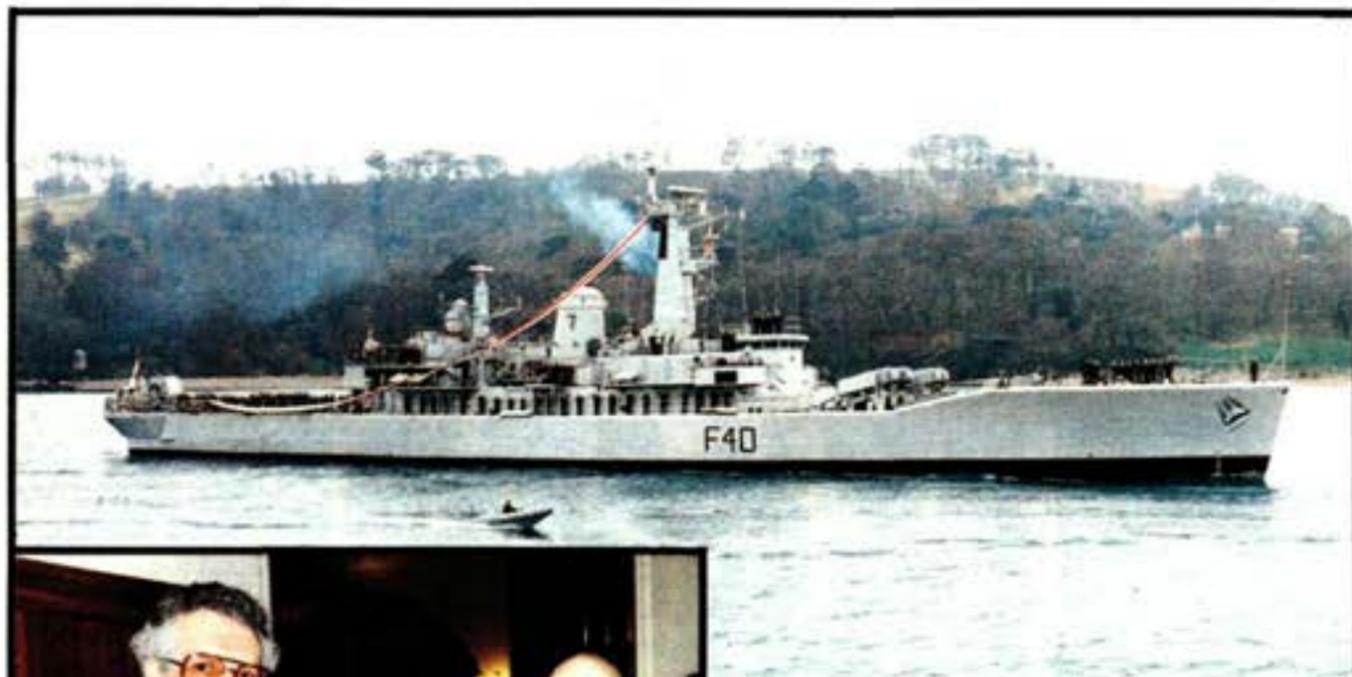
Life at ground level can evidently also hold its

perits. Some members of the Party are currently accommodated on a houseboat on Touluy Sap Lake in the centre of the country and rats are proving to be something of a health hazard. The solution was to bring in a python to clear the rats — a scheme that worked perfectly until the python disappeared. A recent report back states that now a second python has been purchased to carry out rodent-disposal duties on board.

Navy Party 1042 currently comprises 70 personnel — 17 RN officers and 34 ratings (all senior rates except for two leading hands) and three Royal Marine officers with 16 RM NCOs. Members serve for a six-month period, with reliefs regularly taking the one-week training package prior to arrival.



For safe keeping, from Sirius



Photographs — Above, HMS Sirius flies her de-commissioning pennant as she enters Plymouth Sound for the last time in Royal Navy service. Left, the Commanding Officer, Cdr. Martin Manning hands over Sirius's bell to Portsmouth's Lord Mayor, Cllr. Jim Patey.

WITH her long Royal Navy career coming to an end, HMS Sirius spent her last few weeks of service making her farewells to old friends.

Following port visits to Hull and Sunderland, she had her last visit to Portsmouth, her affiliated city and one which she had many strong links, dating back to 1787, when the first HMS Sirius sailed from Portsmouth to New South Wales, Australia, as the flagship of the First Fleet.

One of the last operational British Leander-class frigates HMS Sirius was built in Portsmouth Dockyard, one of the last warships produced there.

The Lord Mayor of Portsmouth Cllr. Jim Patey sailed out to greet Sirius as she ceremonially entered port for the

last time and at a civic reception Sirius's bell was handed over to the city for safe keeping.

Her de-commissioning ceremony was held in Devonport with Flag Officer Plymouth, Vice Admiral Sir Roy Newman, as Guest of Honour. She is now being destroyed before being handed over to the Disposal and Reserve Ship Organisation.

Just one week before de-commissioning Sirius was presented with the Dowty Towed Array Trophy for her outstanding towed array work during her last year.



Brilliant's big buddy

OPERATING off the coast of Montenegro in the Adriatic as part of the Operation Grapple Task Group, the Type 22 frigate HMS Brilliant (3,500 tonnes) brought some variety to the patrolling task by teaming up with the cruiser USS Gettysburg (7,000 tonnes).

Eight members of each ship's company travelled across by helicopter and light jackstay to experience how the other ship lived and worked.

Brilliant has now been relieved in the Adriatic by HMS Brazen (see Page 17).

Photograph — Side by side, HMS Brilliant and USS Gettysburg.

Support centre for all helos

A NEW Tri-Service Defence Helicopter Support Authority is to be set up at Yeovilton by April next year.

Some single Service and civilian staff will be transferred from Harrogate, London and Andover to combine with those already at Yeovilton to produce an integrated organisation of engineers, suppliers, finance and contracts staff that can operate more cost-effectively than the current arrangements.

Yeovilton was picked as the best location because of its position within the area of main UK helicopter activity and its proximity to the helicopter industry.

The DHSA will not affect ownership or operation of the Services' 800 helicopters of eight different types which deploy on a worldwide basis at sea or ashore — including the Navy's current operations in Bosnia.

IN BRIEF

Nelson's last pint

Two hundred years after Lord Nelson gave a farewell party at The Plough for his friends before leaving his home at Burnham Thorpe for the last time, members of the Nelson Society met at the same pub — now called the Lord Nelson — to commemorate the event.

Decommissioned at Portsmouth, HMS Cleopatra has provided fittings and equipment for an aircraft carrier simulation being built for the Fleet Air Arm Museum at Yeovilton, Somerset.

The Royal Navy and British Army Equipment Exhibitions have been combined and will this year be held at Aldershot from September 5-10. Volunteers are needed from RN/WRNS/RM to augment the staff.

The Scottish Off-Road Club is holding a week-end competition on August 28 — 29 in aid of SSAFA. Tel. 031 333 429 for details.

Wessex Film & Sound Archive are looking for footage of Navy life and would welcome material of any age or quality. For details tel: David Lee on 0962 847742.

The International Wooden Boat Show will be held at the National Maritime Museum from 3-6 June. For details contact Lionel Willis on 081 858 4422.

Capt. Victor Lucas re-opened HMS Collingwood's assault course after a four year gap and the event was celebrated by two teams from each of the three schools competing, the winner being Application School with a time of 6 mins. 3 secs.

Barrow visit is a life saver

WHILE his ship was paying a courtesy visit to her affiliated town of Barrow-in-Furness MEM Mark Connor saved the life of a woman who collapsed in a night club — and it was not the first time his Naval first aid training had averted a tragedy.

Mark, from the minesweeper HMS Walney, saw the woman slump forward and found she had stopped breathing and swallowed her tongue.

He cleared her airway and gave her artificial respiration before she was taken to Furness Hospital — where the casualty department, Walney's official charity, had just received a cheque for £400 raised by the ship's company.

They later received a message that the woman was out of danger.

Some time ago Mark saved a life in similar circumstances in the USA.

Variety at Heinz

AN exhibition featuring Historic Buildings on the MOD estate, will be held in the Heinz Gallery, Royal Institute of British Architects, Portman Square from 28 April until 4 June.

The exhibition of drawings and photographs will be opened by Armed Forces Minister Archie Hamilton.

Rescuers rewarded

Three naval officers are to receive awards for their part in two dramatic rescues at sea last year.

Lieut. Philip Smith is given the Queen's Commendation for Valuable Service in the Air for the helicopter rescue of the crew of a yacht and lifeboatmen who were injured when they went to their assistance in Force 9 gales off Guernsey.

The same award goes to Lieut.-Cdr Nicholas Clarke, who piloted HMS Campbelltown's Lynx to the aid of the tanker World Hitachi Zosen, on fire off the coast of west Africa.

Lieut.-Cdr David Goodwin, who led the firefighting team, receives the Queen's Commendation for Brave Conduct.



Two big hunks for Linda . . .

LUSCIOUS Linda Lusardi was last month showing the ship's company of HMS Ark Royal how she keeps that famous figure in shape.

The former Page 3 girl — seen here with "Gem the Robot" on the RN stand at the Birmingham Boat Show — was recording a keep-fit work-out on the carrier's flight deck for her "Healthy Hunks" GMTV breakfast programme feature.

While she was visiting the Ark in the Adriatic 6ft 3inch "hunk" WEM Paul Kennedy was celebrating his 18th birthday — so Linda was able to hand him the drink ordered by the Prince of Wales the week before (see front page and below).

His order to "Splice the Mainbrace" may only be given by a member of the Royal Family and so occurs rarely — but Paul declined the traditional tot of rum in favour of a can of beer.

. . . and Welsh voices for the Prince of Wales



"HE made Admiral before me," quipped the Prince of Wales, on hearing that his former shipmate Rear Admiral John Brigstocke, Commander UK Task Group, had also lately called on HMS Ark Royal.

Clearly at ease in a familiar naval environment, he met hundreds of the ship's company as he visited them in the Adriatic last month, comparing life on board with his own service in HMS Hermes.

Prince Charles was particularly interested in the quality of the food — "I believe you are what you eat," he advised a group of the carrier's 80 WRNS.

After listening to an impromptu Royal Command Performance by the Ark's Welsh male voice choir, he wished everyone a well-earned rest at Piraeus — scheduled to be only their second port visit since leaving Portsmouth in mid-January.

● The Prince chats with MEM Nikki McCombe, LMEM Barry Mann and CPO Ron Chrimes in the hangar of HMS Ark Royal.

Phasing out the WAs by natural WAstage

IN late 1992 Weapon Analyst Wrens were the subject of an in-depth and thorough study which logically had to follow the decision to give women the opportunity to serve at sea. Branch members had been aware for some time that every option for their future was being closely examined. Weapon Analysts went to sea in HMS Invincible and HMS Ark Royal as a trial and a study was commissioned to collate and carefully examine all the information available and to report conclusions and recommendations.

The study acknowledged that there would be a continuing need for weapon analysis but this would only need a very small number of billets; too small to support available branch structure. After researching several options it was concluded that each of these billets could be filled either by suitably trained non-WA service personnel, or by civilians. It was agreed that the WA branch should be run down on this basis which has become known as "billet by billet substitution".

Gender-free

SINCE WRNS first went to sea in October 1990 much progress has been made to ensure their full integration into the Fleet. Two more pieces of the jigsaw are now in place.

Firstly DCI 305/92 announced the combination of advancement rosters for male and female seagoers on 31 August 1993. This most important step not only ensures fairness and equality in advancement but also gives equal opportunities for 20E selection for seagoing senior rates. Non sea-going WRNS will remain on shore advancement rosters under their current terms and conditions of service. The DCI also calls for any final volunteers for sea from those WRNS who joined prior to September 1990. Divisional Officers please note this is the last opportunity, and applications must be received in Centurion by 30 June 1993, thereafter no further applications will be accepted.

Secondly, a less noticeable, yet important change has now been made to all Schemes of Complement in that they are now "gender free". The result is that all jobs on a Scheme of Complement, ship or shore,

can be filled by male or female ratings, the only constraint being the availability of accommodation on ships. A small number of specific billets that must be done only by a man or woman have been approved by DNMP and are identified in the ADQUAL columns of Schemes of Complement. Drafty will fill all other billets irrespective of gender.

To execute the management of WRNS accommodation at sea and other WRNS-to-Sea issues a new position has been established in HMS Centurion, the WRNS Sea Service Co-ordinator (WSSC). The job combines the ship complementing task and overall WRNS sea drafting co-ordination. Lieut.-Cdr. P. Bale, previously Executive Officer of a mixed-man ship joined in February. Working from the drafting Co-ordinator's Office in HMS Centurion he is now the point of contact for WRNS at sea matters. Telephone number — Centurion ext 2648.

In December last year the Director WRNS wrote to each WRNS WA rating to inform them that the Second Sea Lord had, with regret, accepted the recommendation that the WA branch should be phased out. She added, however, that the study was thorough, fair and balanced.

Details of the phasing out programme, which will take place over a period of some years from April 1994, are being published in a DCI. It is anticipated that WA numbers will reduce mainly by "natural wastage", some branch transfers and a few opportunities to serve in non-WA billets. Some redundancies may become necessary and this will be considered in overall RN manpower strategy.

The WA drafting officer is available to assist DOs in providing drafting advice when discussing the options with individuals (Tel: HMS Centurion 2457).

The situation for the ETS Branch is very similar and DCIs for both branches will announce the detail.



"I reckon this is a Warfare Branch too!"

Drafty

... on the Ops Branch



Reducing chances for branch transfer

OPTIONS for Change, manpower savings measures, and greatly reduced PVR Rates have turned shortages to overbearings in many areas. The result is that opportunities for branch transfers are considerably reduced. The present situation is as follows:

Manning clearance will not be given for transfers into MEM(M), SA, AEM(M)/(R)/(WL), MEM(L)(SM),

MEM(M)(SM), CK(SM), SA(SM), WTR(SM), NA(SE). Equally, manning clearance will not now be given for transfers out of OPS(R), DIVER, AC, MA, MA(SM), MA(Q), NN, EN(G) which must remain in shortage.

Transfers to the Sideways Entry Branches are still permitted subject to manning clearance; currently, the following Sideways Entry branches have no vacancies: SEAMAN, REGULATOR, SURVEY REORDER and COMMUNICATIONS TECHNICIAN. Additionally it should also be noted that entry to the PT branch for 1993 is very small and that there are sufficient volunteers accepted for Diver courses until 1994.

There will be no further transfers into the current Ops and WEM sub branches and transfers into the Warfare Branch will be addressed later this year.

Regulating the security courses

The Regulating Branch Way Ahead involving the new Tucker/Carlson security duties has been underway for the past year. The Interim Security Management Course (ISMC) held at HMS Nelson Regulating School began in June 1992 to cover the training needed for these new tasks.

The ISMC is now covered in the LRQC/SRPQC, and it will therefore cease in April 1994. It is in the best interests of all Regulators (not security trained) to have completed the ISMC course if not booked on a career course already.

Booking should be arranged through the Regulating Drafting Desk, reliefs will not normally be provided for the two week duration of the course.

THE OPS DRAFTING TEAM

OPS Drafting Commander and WO	Cdr. David Ewing	Ext 2494
Appointing	1st Lt. Ted Sykes (8 June 93)	Ext 2497
Office Manager and Regulators Drafting	CPOWTR Brian Berry	Ext 2453
SMW/DPT Drafting Officer	Lieut.-Cdr. Mike Linfield	Ext 2441
SMW/DPT Drafting Desk	POWTR Pam Miles	Ext 2454
M/EW/SEA Drafting Officer	Lieut.-Cdr. John Beavin	Ext 2454
	1st Lt. George Best (14 Jun 93)	
M/EW/SEA Drafting Desk	POWTR Penny Dymond	Ext 2284
ROCT/TEL Drafting Officer	Lieut.-Cdr. Bob Viller	Ext 2452
ROCT/TEL Drafting Desk	POWTR Enid King	Ext 2496
R/SR/WA Drafting Officer	Lieut.-Cdr. Peter Young	Ext 2457
R/SR/WA Drafting Desk	POWTR Sue Walters	Ext 2450
Correspondence Desk	WWTR Kerry Pennington	Ext 2497

Getting ready for the Warfare Branch

WARFARE Branch is now upon us and it will affect all members of the current Ops and WE Branches. Are you up to speed? Have you studied the DCI, got rid of any prejudice and sought advice where unclear? The following is a brief update on where we now stand.

The creation of the Warfare branch was approved by the Navy Board in June 1992, with a start date of September 1993. DCI 195/92 (July 1992) then set out to explain the reason and background. In short, the new Branch will seek to ensure better structured career opportunities and prospects for its members than the current Ops and WE branches. Since then further PR material has been published in Navy News and Questions and Answer papers distributed — it is happening now, and the first Operator Mechanic (OM) will join the Surface Flotilla in early 1994 — are you ready for him/her?

The Present Position. DCI 14/93, recently promulgated, sets out the detailed information and way ahead for all Ops and WEM junior rates. The first important action was the 100% return of the Warfare Branch Preference Forms. All Able Ratings and below in the present Ops and WE Branches should

have submitted a fully completed WB Preference Form. Forms were required to be despatched to reach HMS Centurion by 31 March 1993, and Selection boards, chaired by Head of the Warfare branch Implementation Team (WBIT) will be held in Centurion from 26 April. The results will be published shortly thereafter.

The DCI provided the guidance to Divisional Officers/Divisional Senior Rates and individuals to make their decision on the Warfare Branch options open to each of the current sub branches.

Drafty will then be faced with another upheaval to fill the initial Warfare Branch cross training courses. A priority list, determined by the 'Sea Requirement', will mean some ratings may be drafted early to PC course, others who are selected will be picked up for course in the normal drafting cycle ensuring that wherever possible a sea billet is available shortly after the end of the course.

THE (NEW) WE TEAM

IN preparation for the forthcoming Warfare Branch, the WE Drafting Section has been reorganised, and is now divided along Artificer and Mechanic lines as follows:

Drafting Commander and WE Warrant Officers' Appointer	Cdr. Colin James	Ext 2524
Apps/Art Cas/Office Managers	CWREN Gail Price	Ext 2520/2524
WE Mechanic Drafting	Lieut.-Cdr. Les Moores	Ext 2511
	POWREN Sharon Goodwin	
	LWTR Andy Ball	
	Sue Collins	
	WWTR Sarah Styles	Ext 2520/2511
WE Artificer Drafting	Lieut.-Cdr. Les Maddock	Ext 2525
	POWREN Linda Battle	
	Miss Jo Haycocks	Ext 2527/2525

LEAVING THE ARMED FORCES AND WANT TO OWN YOUR OWN HOME?

A unique new scheme can now help you buy a home of your choice at a price you can afford.

A national initiative for service personnel affected by the 'Options for Change' Review is being operated by the Joint Services Housing Advice office (JSHAO) in conjunction with three housing associations. Under the scheme you can buy a share in the home of your choice as an affordable alternative to renting.

Do-it-yourself Shared Ownership (DIYSO) enables you to purchase between 25% and 75% of your new home.

For the remaining percentage you can pay a low rent to the housing association. As your earning power increases you can become a 100% home-owner in your own time - should you wish to do so.

The scheme, sponsored by the Housing Corporation, is being operated in the following areas:

Midlands



Orbit Housing Association
☎ 0926 332255

South & West of England

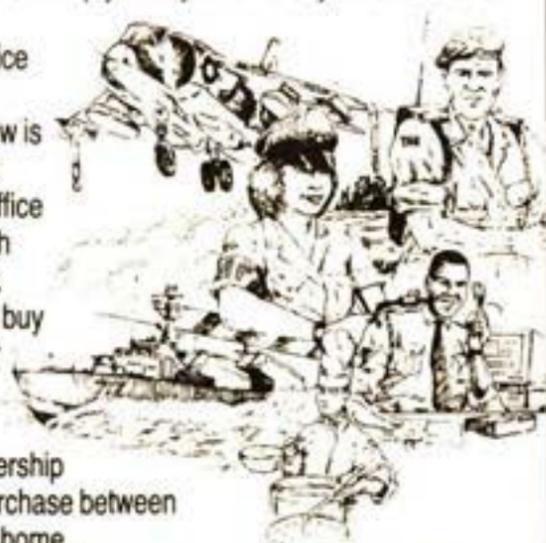


Moat Housing Society
☎ 0732 457616

North of England



North British Housing Association
☎ 0772 824441





HEROIC ACTION TOOK HEAVY TOLL OF LIFE

ONE previous ship has borne the name HMS Walney. She was a 2,000 ton gun boat built in 1930.

On May 12 1941 this vessel, then the United States Coast Guard cutter USS Sebago, was transferred to Britain for the war effort. She immediately saw action in the Atlantic and there between 1941 and 1942 earned her first battle honour, Atlantic 1941-42.

In November 1942 the Walney participated in one of the most hazardous naval operations of the Second World War — the assault on Oran harbour during Operation Torch, the Allied landings in French North Africa.

HMS Walney and her sister ship HMS Hartland were carrying commandos and American shock troops whose task was to capture the harbour. Led by the Walney, the force breached the harbour defensive boom and landed the assault troops in the face of pointblank fire from shore batteries, a destroyer and a cruiser.

Both ships were lost with very heavy loss of life, but not before HMS Walney had sunk the enemy destroyer, Capt. Frederic Thornton Peters, commanding the operation from HMS Walney, was awarded the Victoria Cross for this action — a testament to the heroism of all concerned. The Walney's second battle honour followed, North Africa 1942.

WELCOME WALNEY

NEWLY-commissioned HMS Walney is a single role minehunter and the fourth of the Sandown Class to enter service with the Royal Navy. She was accepted on August 19 1992 from Vosper Thornycroft at Southampton.

Sophisticated modular construction techniques allowed the Walney to be finished to a high standard in a short time. The design of the single role minehunter has been developed from the successful Hunt class mine countermeasures vessels and also incorporates the results of in-service experience and extensive research by the builder.

The resulting unidirectionally stiffened single-skin glass reinforced plastic structure is now both lighter and more cost effective than the Hunt class.

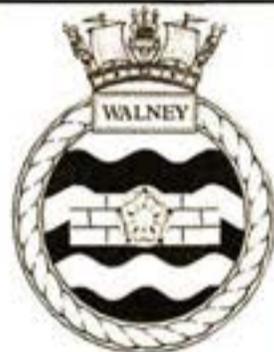
By the use of advanced materials and techniques, through-bolting of hull frames — previously required to prevent separation under severe shock — has been eliminated.

by two 500kW Paxman Valenta diesel engines. During mine-hunting, to reduce vibration and noise, the ship runs on Slow Speed Drive (SSD); two 100kW electric motors each linked to a synchronised self-shifting clutch in turn drive the shafts.

Carousel

Instead of conventional propellers, the ship is fitted with two Voith Schneider cycloidal propeller units. These consist of five blades hanging down from a rotating carousel. By altering the pitch of the blades, thrust can be applied in any direction.

Used in conjunction with the ship's two bow thrusters, they



Displacement: 484 tonnes. **Length:** 52.5 metres. **Beam:** 10.5m. **Draught:** 2.2m. **Weapons/sensors:** BMARC single 30mm gun; sonar 2093; RCMDS 2; 1007 radar; 780NT echo sounder; NNS 2000 navigation aid. **Ship's company:** five officers; seven senior rates and 22 junior rates.

HMS Walney was launched in November 1991 by Lady Wilson, wife of Vice-Admiral Sir Barry Wilson. Following her acceptance into naval service the ship underwent a period of extensive trials.

On February 20 this year HMS Walney was commissioned at Rosyth Naval Base. Lady Wilson was the guest of honour, accompanied by her husband.

Painting

During the ceremony Lady Wilson presented the ship with a painting of the Island of Walney, from which the vessel takes her name. The picture was painted by Mr John Houston of Dalgety Bay in Fife, father of the ship's navigating officer, Lieut. Darren Houston.

As a Sandown Class SRMH, HMS Walney is one of the world's most effective minehunters. Her capability is based on a highly sophisticated variable depth minehunting sonar to detect and identify mines, a Naval Autonomous Tactical Information System (Nautis M) which manages the mine-warfare task, and a remote controlled mine disposal system, virtually a miniature unmanned submarine with its own sonar, televisions and searchlights, which can carry an explosive charge, cable cutters or a manipulator arm.

For normal running, propulsion is provided for the Walney

allow the Walney to move in any direction or keep an exact position regardless of wind and tide.

Situated on the port side of the bridge is the Walney's Ship Position Control System (SPCS), which allows direct computer control of the ship's position and track. In this way the ship can automatically follow a given navigational track or hover using inputs from the navigation equipment and NAUTIS system. The ship can also be accurately "driven" from the bridge wings, the hangar roof or the operations room by the use of a portable joystick.

HMS Walney has recently visited her affiliated town, Barrow-in-Furness, where the public flocked to see her. It is intended to establish affiliations with the Army, the RAF and a school Combined Cadet Force unit, as well as to strengthen ties already established with TS Quantock, TS Sovereign and Furness General Hospital.

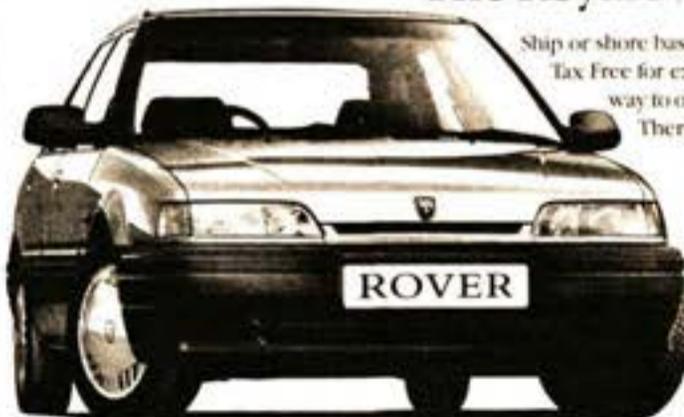
POSTCARDS of Ships of the Royal Navy and obtainable at 65p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £7 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10.50/foreign £12. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

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Letters

Red faces over White Ensign

I FEEL I would be lacking in my duty if I did not write to express my utter disbelief in the obvious gaffe in the February issue of Navy News.

The picture of HMS Anglesey depicts what I can only describe as a "mock-up" of a White Ensign, with the Union Jack portion of the flag in an obvious upside-down position.

This is an insult to me and to the countless thousands of ex-servicemen who take pride in their ensign.

It bothers me that so many serving men could participate in the taking and posing for this photograph without noticing the glaring error and correcting it.

Surely such action would

have only taken a couple of minutes.

I don't consider myself particularly observant but I do have pride in my national flag and, of course, the White Ensign. — Jack Gwilliams, Liverpool RNA.

□ □ □

FOOTBALL yobs don't know which way up to fly the union flag, but the Royal Navy? Come now gentlemen!

Where was this ensign made — Taiwan? — S. Newbury, Poole, Dorset.

● Red faces all round in this White Ensign story (many more readers wrote or telephoned Navy News on this subject).

Contacted while out on operational patrol off the Dogger



● HMS Anglesey's offending ensign as featured in the February issue.

Bank, HMS Anglesey has assured us that the offending item has been duly returned to stores at Rosyth with a defect

report attached, and that the ensign now flying from her stern is correct in all respects.

Examination of her remaining stock of 20 or so White Ensigns held on board reveals that all are correctly manufactured.

Meanwhile, the stores organisation at Rosyth is carrying out its own investigation, but a check of stock there has not turned up more defective examples.

The commodity manager for these items at Ensign, Bath, expressed "surprise" at the news of the upside-down flag, and assures us that all the Navy's ensigns are definitely made in Britain.

The running contract is a long-standing one with no previous problems experienced.

A CLASSIC MISTAKE

THE letter from Benjamin Pentreath on the new knowledge of the principles of classical design, office block for CINNAVHOM at Portsmouth in the February issue of Navy News interested me. As an ex-Naval man myself I had the opportunity to see something of the Navy's heritage of buildings of all kinds, from Nissen huts to the Royal Naval College, Greenwich.

Between these extremes, there was a great deal of good, solid, simple architecture of considerable worth to be found in dockyards and stone frigates and Mr Pentreath, who describes himself as a student of architecture, is quite right, in my opinion.

I am an architect who qualified in 1948 when the profession was expected to have a sound

I was not impressed by your defence of the design in News View. You touched on some valid points regarding modern design generally, but genuine experts would not disagree on the merits of properly understood art, and it is wrong to suggest that a simple seaman should dismiss any consideration of artistic merit. — W. H. Davies, Basildon, Essex.

TAKE A LEFT ON LANDING

I AM writing to see if you could find the answer to a problem that I have been trying to solve for years.

I am a ship fanatic — I collect everything about ships

and write to other ship buffs all over the world — and the same question crops up. Why were all aircraft-carriers all over the world built with the bridge and control tower on the starboard side?

All of the books I have, and those I have researched in libraries in Portsmouth and Devonport, state that even the old carriers of the First World War were all starboard control.

Was this an international agreement? — J. W. McDonald, Redbridge, Southampton.

● "Good question" — that was generally the response on approaching several Fleet Air Arm sources for the answer. However, a plausible explanation was finally provided by Graham Mottram,

curator of the Fleet Air Arm Museum, at Yeovilton.

The gyroscopic effects of the rotary engine, which powered the aircraft in service at the time aircraft-carriers were first being built, meant that most types turned left in the air rather better than they did to the right.

Consequently, left-hand circuits were the norm for aerodrome operations, and so when it came to operating at sea, the left hand circuit was also adopted. Approaching the flight-deck in this way, it was obviously sensible for the pilot to have the best view for landing, with the ship's island to starboard, out of harm's way.

One exception to the starboard rule in the early days was in 1917 when HMS Furious, a battle-cruiser, was converted with a full-length flight-deck, her top super-

That's another fine mess . . .

REGARDING the article on the back page of February's Navy News informing us that reductions in the levels of service provided by HMS Centurion were to take place, whilst readily accepting that the allotment system is now outdated due to Central Bank Payment I would like to ask on what grounds the processing of Mess Bills through the pay account "could not be justified".

We presently have a system that easily recovers monies owed to messes from Officers Pay Accounts with the minimum of effort. Once this (yet another) accepted condition of Service is removed, how are shore-based messes supposed to collect often small amounts from officers quickly and efficiently?

There are two answers. One is to employ extra staff to take on the added burden of collecting individual cheques and the associated work in-

involved in paying them all into a bank account — not to mention having someone on hand at all times to collect cash from officers arriving late for an overnight stay and leaving before managing to catch someone to pay the next morning.

The second is for Wardrooms, already struggling for adequate funds, to keep writing off debts from those who, not through their own fault, cannot be traced or on occasions "forgetting" to pay their mess bills.

Both require funding from the establishment budget or the Wardroom.

I accept there may be Treasury pressure to reduce the outflow of money from Centurion before pay day, but messes could be paid at the end of the month. I also know that Centurion are unhappy processing such large numbers of "inputs" for what may be seen as a Service perk, but without full and proper consultation with the customer there will be many other complaints such as this one where once again the Serviceman is the loser. — A. J. Bennett, Lieut., Staff of Chief of Fleet Support, MOD, London.

Supporting sport for all

PARTICIPATION in sport is essential for the disabled and I would like to support Mike Marten's appeal for the British Ex-Services Wheelchair Sports Association.

I was medically discharged as a result of injuries sustained during the firemen's strike of 1977 and after being confined to a wheelchair myself was encouraged by my wife Sue (ex-QARNNS) to take part in disabled sport.

Being a former Fleet Air Arm Shooting Team member I took up airgun shooting. Owing to my right wrist having been damaged I was told I was no longer capable of firing a pistol and rifle shooting also presented immense difficulty.

But in 1987 I was encouraged to attempt shooting with my left hand and that year won the British Disabled Pistol Championship.

Over the next five years I have won 92 trophies and medals, most of them in competition with able bodied shooters. I set World, European and British Disabled records when I took four British and three International gold medals plus an International bronze at the first Disabled International Smallbore Pistol Competition at Bisley in 1989.

Whilst in RNH Stonehouse pending medical discharge the Naval Padre told me that if I was looking for sympathy I would find it in the dictionary — between "shit" and "syphilis" . . . He meant it was just a word, that's all, and it was up to you to get off your backside and do something. That's what motivates me. — Ray Spencer, ex-PO Aircraft Handler, Camborne, Cornwall.

Royal title for new Duke?

SINCE the rest of the Type 23 frigates will continue as Duke Class ships may I propose that one be named Royal Arthur?

Royal Arthur fits the basic criteria required by the Ship Names and Badges Committee because of its connection with Arthur, Duke of Connaught.

It would be a great honour to the people of Corsham and to the many thousands of trainees who passed out from Skegness — but above all it would be a fitting tribute to the Senior Rates of the Royal Navy to whom the name Royal Arthur means so much and which now looks like passing into history with the closure of the Royal Naval Leadership School. — POAEM(M) P. B. Brember, Royal Naval School of Leadership and Management, Whale Island.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

NN Navy News

No. 465 39th year

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● Landings on the short runway on top of B turret in HMS Renown (see Ships of the Royal Navy, February) were out of the question, of course! Thanks to Eric Marks of the HMS Ramillies Association for this photograph of a Sopwith Pup taken in 1918 when the battleship experimented with a similar arrangement.

structure remaining in the centre of the ship.

A crash-barrier was erected to prevent landing aircraft running into the funnel, but the main problem was funnel gas,

causing draughts and eddies over the flight-deck. In landing trials with Sopwith Pup aircraft only three out of 13 landings were a success and were forthwith suspended.

Culdrose beating about the bushfires

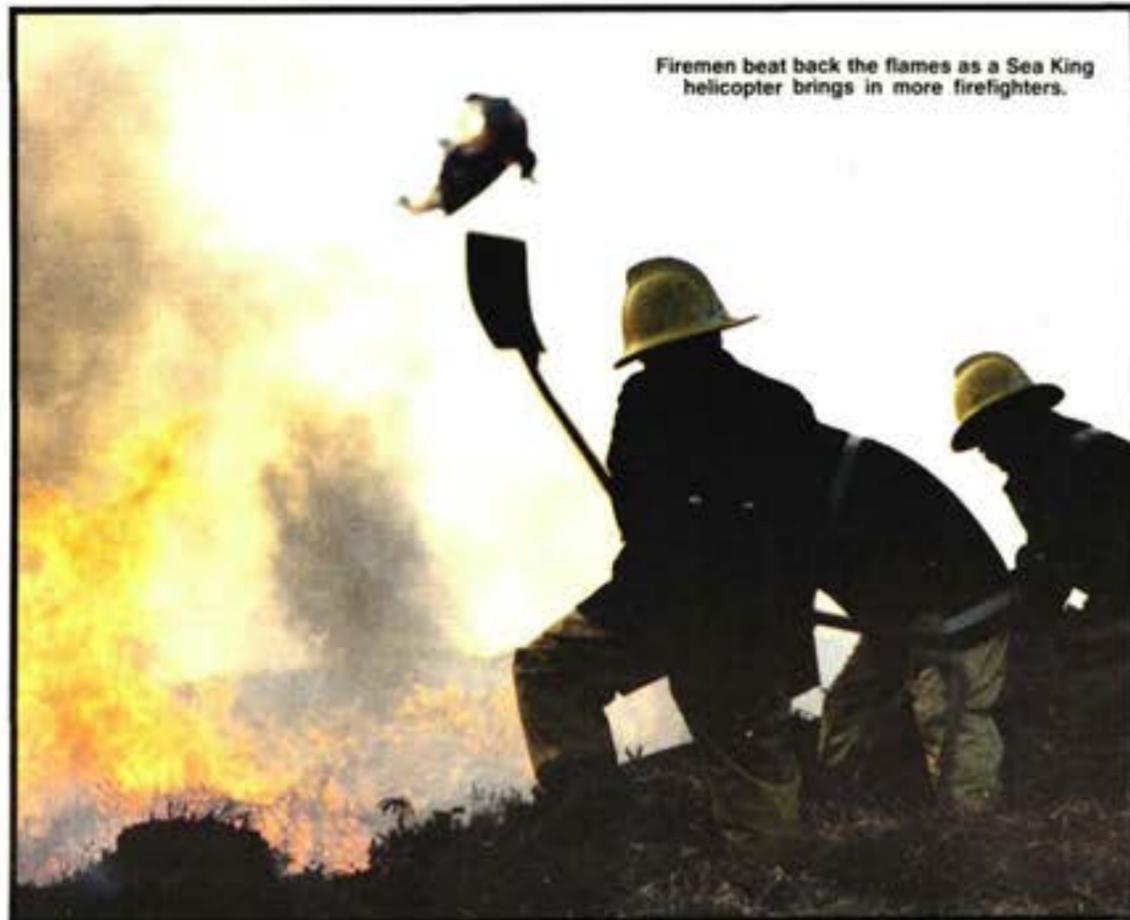
BRITISH BULLDOG?

ROYAL Navy coastal survey vessel HMS Bulldog currently has six officers serving aboard, but only half of their number are in the Royal Navy.

Orkn (Cdr) Nilas Nilsson, commanding officer of the Swedish Navy Survey Ship Johan Nordenanker is temporarily embarked, while Lieut. Glen Chave, United States Navy and Lieut. Nick Lemon, Royal Australian Navy are both appointed to Bulldog on exchange programmes.

Bulldog claims that this is a percentage that cannot be bettered by any other ship. Any challenges?

Pictured below, in front of their ship and sporting their national headgear, left to right, Lieut. Glen Chave USN, Orkn Nilas Nilsson, Royal Swedish Navy, and Lieut. Nick Lemon, RAN.



Firemen beat back the flames as a Sea King helicopter brings in more firefighters.

FIFTY personnel from RNAS Culdrose joined firefighters from Helston and Mullion to tackle a large gorse fire, at one point one-and-a-half miles wide.

For the first time in many years RNAS Culdrose was able to activate its Forest Fire Plan, with Sea King

helicopters ferrying fire beaters to the blaze as there was no road access for vehicles.

The fire was finally extinguished three-and-a-half hours after it was first reported by Navy air traffic control staff at Predannack airfield.

Anti-submarine Activity

HMS ACTIVE has been awarded the Kelvin Hughes Veltac Trophy for continued proficiency in the conduct of simulated anti-submarine attacks, an award greeted with the cry "One up for the 21 Club!" as the Type

21 frigates continue to make their mark in the fleet.

Active certainly continues to live up to her name and next month she will be one of the Royal Navy ships involved in the Battle of the Atlantic celebrations at Liverpool.

Photographed, below — HMS Active's commanding officer, Capt. Chris Beagley accepting the Veltac Award on behalf of the ship's anti-submarine warfare team: left to right, CPOWEA Powell, PO(S) Hutchins, LS(S) Kilby, Lieut.-Cdr. Jeffris and Wood, Lieut. Haycock, LACM Holt, POWEA Bramwell and PO(R) Delo.



Advertorial

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SHUT YOUR EYES

to it all and see if that solves anything. But open them in time for

LESSON 2 — warming up. The Customs Fund Insurance Department still functions normally here below. It regrets the intrusion on its space and advises you to pass over the chatter up above. To get the real info, you should write to us or, if you're too upset, fill in the coupon — but in that case please remember to cut it out and send it. Thanks awfully

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Light relief in Coventry



FROM one area of tension to another — HMS Coventry had left home for the Gulf a week earlier than planned so she could accompany the Royal Navy Task Group to the Adriatic (see also page 17) but has now moved on to meet her Armilla Patrol commitment.

She led a convoy of 26 merchant vessels in a southern transit of the Suez Canal and waiting for her at Port Suez was HMS London, on her way back after making a low-key handover in the Gulf.

Coventry had initiated her work-up programme en route to the troubled waters off what used to be Yugoslavia. Successful firings of her missile system and close-range weapons were complemented by a series of damage control exercises which tested every member of the Type 22 frigate's ship's company.

Tension

Her commanding officer Capt Stephen Saunders said the Adriatic deployment had been extremely valuable in getting to know her strengths and weaknesses.

"We had been preparing carefully for the Armilla Patrol, so the prospect of an area of heightened tension on the way out didn't particularly bother us," he told Navy News.

"We are very much looking forward to the job ahead. Everybody enjoys a professional challenge — and many of the ship's company have not been out of the UK, let alone to the Middle East."

● Left — Sunset over the Suez Canal — HMS London photographed from HMS Coventry during the Armilla handover.

● Above — Wren METOC Leonie McManus and LMEM Dean Fisher welcome Egypt's answer to Paul Daniels on board HMS Coventry — the "Gully Gully Man" and his magic tricks have long been the traditional entertainment for HM ships passing through the gateway to the East.

Pictures: CPGA(Phot) Keith Sturge

Navy News

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Sauce a la Scouse next, is it?

THIS month sees POCK Donald Bartlett of HMS Argonaut savouring a short stint at London's Savoy Hotel.

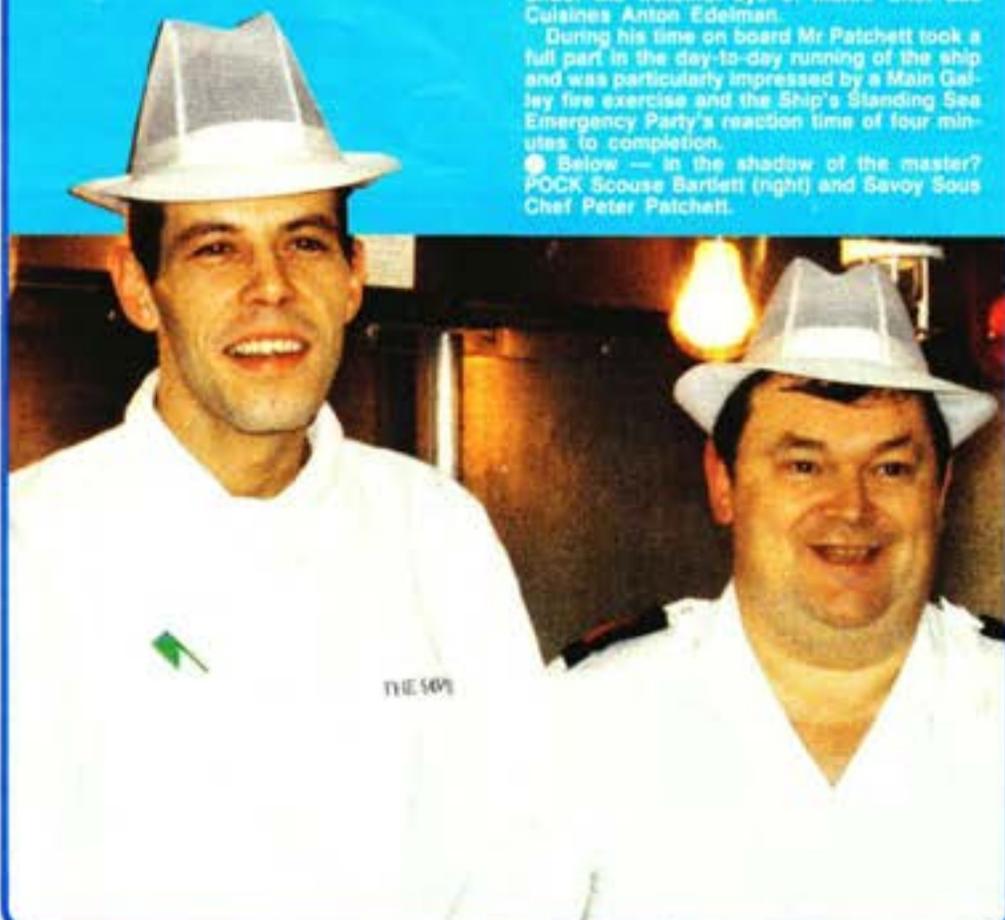
His seeing how the other half cooks was the idea of his commanding officer and Captain Seventh Frigate Squadron Capt Rob Stevens. No reflection on "Scouse" Bartlett's skills, mind — but when the Savoy's senior Sous Chef Peter Patchett took passage with the Argonaut on her way back to Plymouth after a

"Meet the Navy" visit to the capital his cheesy/hammy/eggies and tiddy oggies certainly had an added touch of je ne sais quoi ...

So as the Leander Class frigate decommissioned one member of her ship's company was on his way to starting a new tour of duty under the watchful eye of Maitre Chef des Cuisines Anton Edelman.

During his time on board Mr Patchett took a full part in the day-to-day running of the ship and was particularly impressed by a Main Galley fire exercise and the Ship's Standing Sea Emergency Party's reaction time of four minutes to completion.

● Below — in the shadow of the master? POCK Scouse Bartlett (right) and Savoy Sous Chef Peter Patchett.



Sovereign presence in the South

HMS ENDURANCE's first work period in her deployment in and around the Antarctic Peninsula characterised her prime operational role of maintaining the Sovereign Presence in the area, with her highly visible and important tasking emphasising the continuing interest of the United Kingdom in the region and the commitment to scientific research there.

Deception Island, a flooded volcanic crater, was the location for the first hydrographic survey, needed to determine whether the bottom topography of what is a naturally formed harbour had changed as a result of continuing volcanic activity.

Further work was conducted off Alexander Island, surveying a very poorly charted passage, using satellite navigation receivers to determine precise positions of islands and rocks.

Support of the British Antarctic Survey has been another important task during this period with scientists and their support staff taken on passage to Rothera Base on Adelaide Island and a group of geologists taken to Alexander Island.

Here the ship's two Lynx helicopters were busily involved in moving the scientists to and from remote mountainous sites on the island, never before visited. First signs of the results of the research carried out there are both unexpected and of great value.

Treaty

Throughout this first work period Endurance has been carrying the members of the Antarctic Treaty Inspection Team, a group created under Article VII of the Treaty. The team includes Dr. Munro Sievwright of Great Britain, Dr. Pietro Giuliani from Italy, Dr. Soon Chang from Korea and the ship's commanding officer, Capt. Robert Turner.

Their task was to carry out formal inspections of Antarctic bases and of ships operating in the area and to this end they visited 12 manned bases, four abandoned bases and, for the first time, boarded three ships. Their report will be circulated to all signatory nations of the Antarctic Treaty and will be formally tabled at the Treaty Consultative Meeting to be held in Tokyo in Spring 1994.

Parachute

Mid-season support for Endurance was provided by the RAF in the shape of 1312 Flight's Hercules aircraft which flew down to Adelaide Island to drop much needed stores to the ship by parachute.

This busy first period ended with a visit to the Chilean port

of Punta Arenas on the southern tip of the American continent, followed by passage east back to the Falkland Islands and the start of the second work period.

Olympics

Despite the very heavy programme of work, time was found for some rest and recreation in the outstanding natural beauty of the area. The traditional annual Winter Olympics was held at Rothera, where competitors could try their hand at ski-ing, the Cresta Run, a death slide and ice-climbing.

The Flight team eventually triumphed, taking the Rothera Trophy, followed by teams from the Wardroom and the Ops Department.



Above — HMS Endurance on passage through the Lemaire Channel.

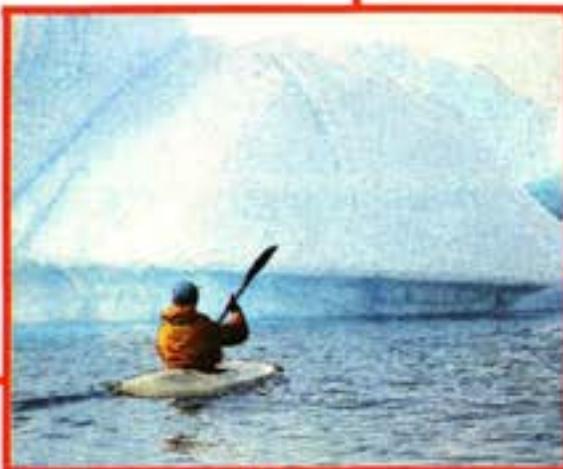


Above — surveyors check out their instruments while the ship is alongside at Rothera Base, Adelaide Island.

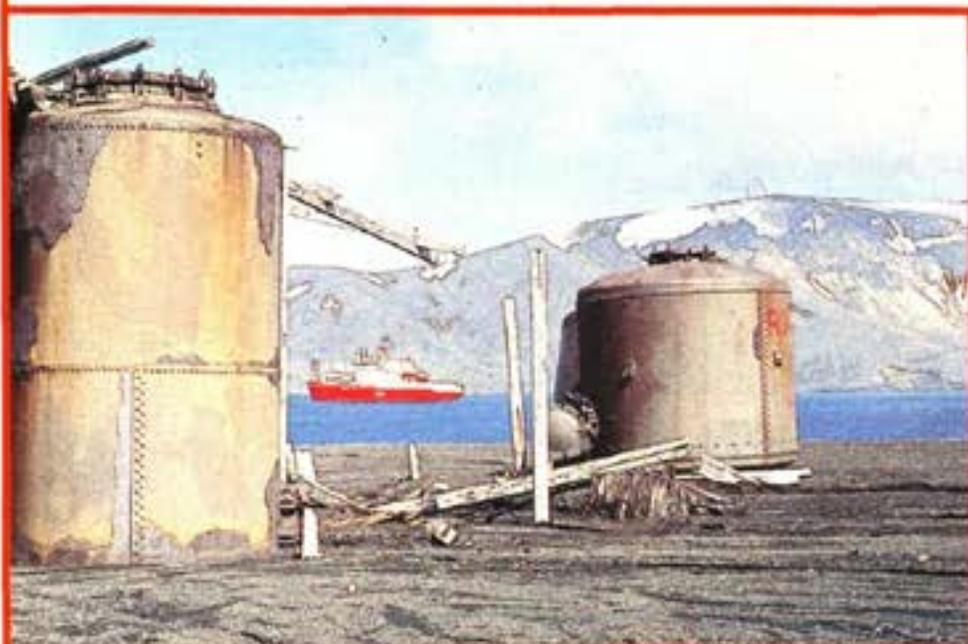
Far left — ice-climbing in the crevasses.

Left — canoeist among the ice.

Below — Endurance's divers do it deeper out in the cold.



Pictures by LA(Phot) Craig Leask



Left — HMS Endurance at anchor in Whaler's Bay, Deception Island, with the remains of an abandoned base in the foreground.



KGFS COINS IT IN AT SULTAN

COMMODORE Roger Lowndes, of HMS Nelson, found himself with his hands full when he visited HMS Sultan.

He was there to accept, on behalf of the KGFS, a donation of £9,000 from Capt. Alan Ferguson and although the photograph suggests the money was all in one pound coins

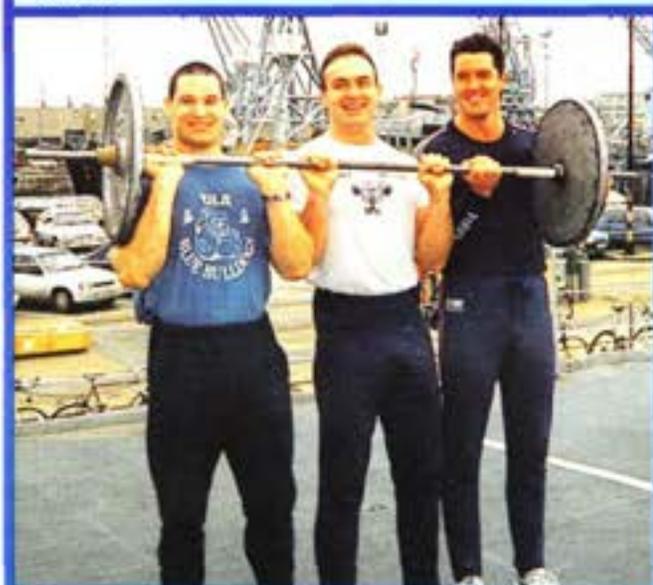
a reliable source confirmed that in fact, a very large cheque was handed over later that day!

The donation was one of many made by HMS Sultan from the proceeds of the Summer Show. This year's show will be held on June 5-6.



Pressed for time in Exeter

IT was a weight off the minds of LPT Don Whitehead (HMS Sultan), POPT Tony Quinn and PO(R) Ian Daniels (HMS Exeter) when they finally finished pumping iron in aid of charity.



The three lads bench-pressed 353,336 lbs. in one hour on the flight deck of HMS Exeter and raised money for Cancer and Leukaemia in Children (CLIC) along the way. They are now awaiting confirmation from the Guinness Book of Records of the acceptance of what, they hope, is a new bench-press record.

Twelve POs from HMS Exeter also raised money for CLIC by cycling from Portsmouth to Exeter and back.

After over eight hours of hard pedalling they finally arrived at their destination where they visited the CLIC unit in the Devon and Exeter Hospital to present a cheque for £2,500.

As well as sponsorship from the bike ride and bench-press, money was also raised during a flight deck horse racing evening and a games night.

Malabar winners

A SOCCER tournament held in HMS Malabar, in Bermuda, raised \$1,500 for blind children.

Organised by MEM(L) Jed Stone and his wife Joanne, the event involved 16 teams — 12 male and four female — and, in an appropriate final, HMS Malabar beat the Island Rangers 3-0.

The money was divided between the Bermuda Educational Assistance Trust and the Guide Dogs for the Blind Association in the UK.

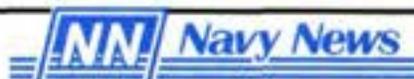
Cash rolls in like Wildfire

FOR the second year running HMS Wildfire, the RNR Operations (HQ) Training Centre in Chatham, has successfully raised money for the Guide Dogs for the Blind Association.

LS Bob Chambers, Wildfire's charity representative, presented them with a cheque for £1,000 which was raised through various events including quiz nights and treasure hunts. A further £350 was raised by RO Neil Francis, from HMS Chatham.

The Guide Dogs for the Blind Association also benefited by £1,000 thanks to the CPOs' Mess in HMS Cordiff.

The money was raised during the ship's deployment as West Indies Guardship and the dog, which the money will fund, has been appropriately named Wiggly.



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Helping Hands



Last call for Andromeda

Monmouth's marathon men

DURING HMS Andromeda's first visit to her affiliated town of Doncaster members of her ship's company called in at St. John's Hospice.

CPO Michael Farrell spear-headed the charity efforts, which began prior to her last deployment and a cheque for £1,124.13 was presented to Dr. Sheila Inglis, the hospice's resident doctor.

The Physical Training staff at HMS Cochrane were the toast of disabled athletes in Fife when they succeeded in raising £1,000 for the Fife Sports Association for the Disabled during a charity boxing dinner and an It's a Knockout contest.

Hats off to members of the POs' Mess of HMS Edinburgh who, during their recent Armilla deployment, raised £2,000 in aid of Lynebank Hospital in Dunfermline, a hospital for the mentally handicapped. The money will be used in the development of a sensory stimulation/relaxation room in the Levensdale Ward which has a dozen residents between the ages of 13 and 33.

HMS Sultan's steam lorry delivered a cheque for £817 to the St. Petroc's Trust to help the homeless. The donation was the result of collections given at all three churches in HMS Sultan.

Capt. Tom Sunter, chairman of the Hong Kong Trust responsible for winding up the 90-year-old China Fleet Club in Wanchai, presented a cheque for £2,000,000 to Admiral Sir Robert Gerken, of the UK China Fleet Club Charitable Trust, which will ensure the future success of the leisure and golf development.

The Plymouth and District KGFS Committee held a Burns' Night dinner at the Officers' Mess, RM Barracks, Stonehouse and raised £625 for naval charities.

800 Squadron, RN air station Yeovilton, presented the Kerland Foundation, responsible for helping brain-injured children and adults, with a £1,000 cheque raised by squadron personnel during Orient 92. Fund-raising events included a sponsored diet by LAEM Abbott, flight-deck "frog racing" and an aircraft clean where personnel made substantial donations in order to avoid being nominated to clean all six of the squadron's aircraft.

Officers from Technical School, one of the three schools in HMS Collingwood, raised £143 for the neo-natal unit at St. Mary's Hospital, Portsmouth. Wardroom staff were sponsored to wear fancy dress at a social evening.

The commanding officer of HMS Daedalus, Capt. David Newberry, presented the Fareham and District Sports Association for the Disabled (FAD-SAD) with a cheque for £1,000, raised by the Royal Naval Motor Sports Association. The money was raised last year during their annual sprint championship on the airfield in HMS Daedalus and during the Solent Stages car rally.

The Queen Anne Club at RNC Greenwich, whose members are drawn from the wives of staff and students, presented a cheque for £14,500 to the Bede House Association of Rotherhithe, London. The money was raised at a charity bazaar held in the Second Sea Lord's residence at the college and will go towards helping the underprivileged in the community.

POs Trevor Simmons and Taffy Shepperd from HMS Dryad gave a helping hand to pensioner Mrs Fitzpatrick, of Paulsgrove, when she needed assistance in clearing her garden and laying a patio. Neighbours were most impressed to

Nelson Gym, ext. 24151.

see two Petty Officers doing "hands on" work!

Teams of five are invited to take part in the annual RNBT Charity Clay Shoot at Sherfield Manor, Hants on May 14. Further details are available from the PT and RO, HMS

At a football match between Portsmouth RNFC and Clapton FC, from East London (which ended in a diplomatic 0-0 draw!) Pusser's Rum presented £35,000 to the RN Sailors' Fund. Last year's royalties were used to provide a new club room for Portsmouth RNFC.



Points add up to pounds in Gib

EAT your heart out Will Carling... after extensive training, the Gibraltar RN Ladies' XV are beating the men at their own game this season and raising plenty of money for charity.

In a very competitive game the team, captained by Mrs Lorraine Mason, took on HMS Rooke XV and proved they were no pushover by winning by three points.

Sponsorship brought in over £750 which was donated to the children's ward at RNH Gibraltar, HIVE and the naval playgroup.

With their first outing successfully under their belts they are looking forward to the rest of the season and, who knows, after a few more games the Ladies might be ready to take on the might of an international XV at Twicken!

to the road to raise money for Leukaemia Research.

After the cyclists enjoyed a hearty breakfast Commander RN Supply School, Cdr. Hugh Whitaker dropped the flag at the starting post outside HMS Raleigh's main gate and they set off for HMS Seahawk, arriving in Helston some eight hours later.

ON a cold morning in Devonport a team of 15 cyclists from HMS Monmouth set off on a sponsored ride to the ship's affiliated town of Monmouth, in Gwent, a distance of over 200 miles.

Over £1,000 was raised during the ride which was donated to the St. Brivales Centre for Child Development, in Monmouth. The centre specialises in helping children with learning disabilities and is run along similar lines to the Peto Institute in Hungary.

Class SA273 and their instructor POWREN(SA) Lodge, from HMS Raleigh, also took

PTs score again

STAFF at the neo-natal unit at St Mary's Hospital were "over the moon" thanks to the efforts of kind-hearted PTs and ex-PTs from the Portsmouth and Gosport areas.

During a series of football matches held in HMS Temeraire they raised £140 for the unit.

Donations were also made by Northsea Swimming Club, St Edmund's School, Jill Stephenson, wife of CPOPT Stephenson, and Peter Piercy who raised extra cash during a sponsored swim.

On song

A CHARITY concert held by the combined volunteer bands of HMS Collingwood and HMS Nelson has raised money for the Volunteer Cadet Corps, at the establishment.

The audience, which included many senior citizens from the area, enjoyed a highly entertaining evening which raised nearly £500.

On the road with Dalriada



DURING a recent visit to HMS Dalriada, the RNR Unit in Greenock, Commodore Clyde, Cdre. John Trewby, presented the Ardgowan Hospice with a cheque for £500. The money was raised by the unit during their sponsored bike ride from Faslane naval base to Greenock.

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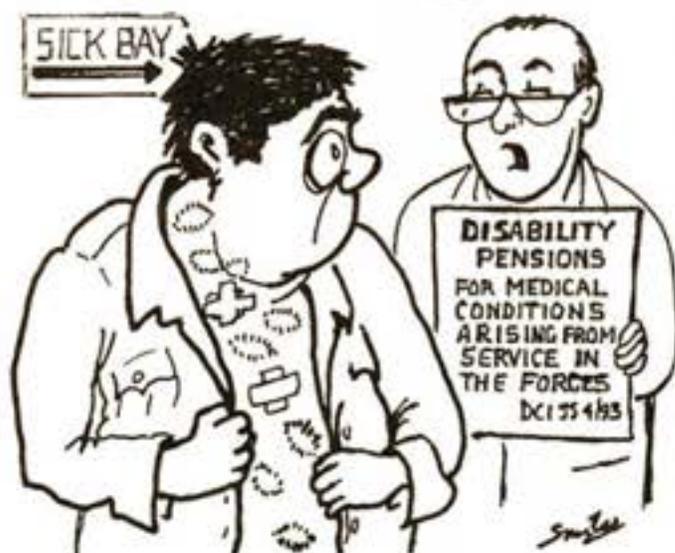
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A tax free pension is paid if the disablement is over 20 per cent while a tax free gratuity is available if it is less. Telephone the Royal British Legion on 071-973-0633 for details.

It is likewise recommended that claimants for compensation against the MOD, since 1987 available for personal accident or injury through negligence, make their first approach through the British Legion.

Examples of possible negligence include failure to maintain equipment — vehicles, assault course apparatus, electrical etc — or property to a good standard of repair.

There is a time limit of three years for submitting a personal injury claim, either from the date of the incident or from when the claimant reasonably became aware of the injury.

DCI JS 4/93

Testing, testing . . .

VOLUNTEERS to take part in medicals and tests of chemical defence equipment at the Chemical and Biological Defence Establishment Porton Down can earn up to £250 extra pay — or more for a three-week study. Only regular members of HM Forces can be accepted.

DCI JS 6/93

Key advice

THERE is a new advice label relating to the use, storage and disposal of security containers.

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DCI GEN 26/93



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Kuwaiti keepsake

THE Kuwaiti Liberation Medal, presented in five grades, has been approved by the Queen to be accepted as a keepsake, though it may not be worn.

Conditions already applying to the Saudi Liberation of Kuwait Medal likewise cover this and any further campaign medals offered by coalition partners, including Commonwealth countries and the USA.

The medal will be issued to personnel who qualify for the Gulf Medal 1990-91 with clasp 16 Jan-28 Feb 1991 so new claims are not required.

DCI GEN 30/93

We are sailing

THE 18th Services Offshore Regatta will be held from 30 June-2 July 1993.

It will consist of two races — the Princess Elizabeth Challenge Cup to be sailed in the Solent on 30 June and the SOR main race from the Solent to St Peter Port, Guernsey, starting on 1 July.

The main race will consist of the Services Offshore Race Full Course sailed in three divisions and the Short Course for the Cruiser Division. There will not be a return race.

SOR 93 is organised on behalf of the Association of Service Yacht Clubs by a Joint Service committee, this year led by the Navy. Entry forms are available from the General Secretary RNSA, c/o RNC & RAYC, 17 Pembroke Road, Old Portsmouth, Hants PO1 2NT. Tel: 0705 823524. They must be returned with entry fees by 11 June.

DCI JS Announcement dated 5 February 1993

. . . and running

THE Scottish Islands Peaks Race, a combined offshore sailing and fell running event, this year starts at Oban at noon on May 21 and finishes at Troon, via Salen, Isle of Mull, Craighouse, Isle of Jura and Lamlash, Isle of Arran.

Yachts must have a crew of five and youth teams for 16/19-year-olds may enter for a course with shorter hill sections.

The runners race over Ben More, Paps of Jura and Goat Fell. Details from Sqn Ldr J. Cowan, tel RAF Digby ext 7214.

DCI JS Announcement dated 5 February 1993

AIM of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

Amport programme

A WIDE variety of Welfare Skills courses are covered in the 1993-94 programme run at Amport House, Andover.

Personal Awareness, Recognition and Referral, Practice and Management, Family Dynamics and Alcohol Management are among the subjects included, along with courses for Lay Readers and Preachers, Sunday School Teaching Training and in Church Music.

Early booking, through chaplains, divisional officer, education or ship's office, is recommended.

DCI RN 25/93

Ukraine attaché

A DEFENCE Attaché is now in residence at the British Embassy in Kiev, capital of the Ukraine. Details of addresses for classified and unclassified mails are given.

DCI GEN 28/93

Phoenix re-arisen

NBCD and firefighting courses will cease at HMS Phoenix on 23 July and start up again at the new NBCD School Phoenix Whale Island on 13 September.

Revised and new courses have been produced following a review of NBCD training, feedback from the Fleet, lessons learnt from recent conflicts and peacetime incidents, and to take advantage of the enhanced training facilities.

These include a single Damage Repair Instructional Unit 'HAZARD' similar to 'HAV-OC' at HMS Raleigh and a comprehensive Computer Based Trainer to provide stability, ship knowledge, C3 and NBC training.

The new courses are designed so that every rank or rate can build on the experience gained in previous training. Thus, in addition to his own NBCD duties, a Leading Rate must be able to carry out all the tasks expected of an Able Rate.

A full list is given of all the courses, including those that are to be discontinued.

DCI RN 26/93

Mythical birds over Unicorn

THE last of the Upholder class submarines, HMS Unicorn, pictured under Liverpool's Liver Birds, left Cammell Laird for sea trials in February and is due to complete them next month. Submarine production manager Les Cotterill paid tribute to the "excellent working relationship" between Cammell Lairds' and Unicorn's

crew, led by her commanding officer Lieut.-Cdr. John Gower. Unicorn suffered a minor mechanical defect during her trials which reduced her power but she was able to carry on to the NATO port at Loch Ewe for repairs.

Picture: Bob Bird.



Tamar divers' seabed salvage

WHEN a \$2.4 million Mercedes was stolen in Hong Kong, the last place it was expected to turn up in was 30ft. underwater in Aberdeen Typhoon Shelter.

A police team had observed a crane-rigged sampan off-loading the car from a jetty in Aberdeen, preparing to load it on to a dai fei to smuggle it out of the colony.

At the first sign of the police, the suspected smugglers panicked and took off at high speed in the dai fei leaving the luxury Mercedes 600SEL hanging from the crane. The crane operator then disengaged the car before making off and \$2.4 million of luxury motor was consigned to the Aberdeen waters.



● Chief Diver Darby Allen (centre of group in the police launch) indicates to RHKP officers how the Tamar divers attached their lines to minimise damage to the Mercedes.

Clearance Team

The police were eager to recover the vehicle quickly so a call went out to Chief Diver Darby Allen and his colleagues John Stoddart and Steve Donahue from the Clearance Diving Team at Tamar.

Although the police knew where the car had gone down, it took John and Steve almost 15 mins. to locate it in visibility that was down to two or three feet, 30ft. down.

After half an hour of working in the murky waters, they were able to attach lifting gear to the car and — looking worth a bit less than its quarter of a million dollars — the Mercedes was raised, wheels-up, from the depths.

Unfortunately, on this occasion the suspected smugglers escaped but thanks to the close co-operation between the Royal Navy and the Royal Hong Kong Police this was one Hong Kong Mercedes which didn't disappear completely.

Navy cooks up a storm

THE RN Cookery School, Aldershot, proved they were the creme de la creme when they took part in the biennial Bournemouth International Food and Wine Festival.

An especially successful entry was a "Pork Loin Variety" submitted by CPO Philip Ashman who was awarded not only a gold medal but also the Beales Challenge Trophy and the Senior Grand Prix award for the most meritorious individual exhibit.

Under the direction of CPO Nicholas Vadis, LCK QC 86 designed and entered a cold meat dish as part of their cold buffet week at the School and they achieved a gold medal, which was well-deserved.

A team of four instructors entered a collective cold buffet which also won high praise from the judges and gained four silver medals for the team, which was managed by CPO Rick Cockcroft. Other team members included CPO Steven Norton and PO Alan Baker-Green.

Guns and poses



THE flight deck of HMS Herald became a different kind of battle ground in the South Atlantic as four-man teams from each mess took part in a field gun competition.

The crews had to manoeuvre the makeshift "guns", made of wicker fenders, around the deck, over a chasm and reassemble them before

returning to the final action, all under the watchful eye of Field Gun Officer Sub.-Lieut. Kevin Carter and his battery staff.

The senior rates completed their fastest run in 3 mins. 47 secs., with a 10 second penalty, clinching the fastest time and aggregate trophies.

Picture: LA(Phot) David McCormick

Home from home

SPRING breaks offered by the Royal Sailors' Home Club, in Queen Street, Portsmouth, have proved so successful that they have been extended into April.

The three-day breaks, which must include a Tuesday, cost £46 (single) or £99 (double) and include bed, breakfast and evening meal plus full use of the pool and jacuzzi.

The club also has its own sauna, sun-bed, gymnasium, skittle alley, snooker and pool tables and Sky Television and is open to all serving RN personnel. Ex-serving members can also join, while associations can take out country membership (September to May).

For full details of the breaks, which run throughout April, tel. 0705 824231.

JOBS FOR THE BOYS

REDUNDANT and retired senior officers are being helped to find new jobs in business thanks to the Institute Of Directors (IOD) and leading outplacement consultants, Pauline Hyde and Associates. "We believe this scheme will be invaluable to the many officers now on the point of leaving the armed services," said Mr John Harper, head of professional development at the IOD.

GLOBAL COVERAGE

ALL Regular, Reserve and ex-Service personnel are covered in the Global Travel Insurance plan — a policy designed to cover war risks apart from war between the major powers, cancelled duty orders, families up to two adults and four children and sporting activities.

Curtailed leave is covered as well as compensation for families flying overseas to meet ships that have subsequently been diverted. They are also insured against medical expenses of up to £2m. (See advert below for a full range of Home and Dry policies).



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Picture: LA/Phot Wofe Wilkinson

If the cap fits

IT'S A colourful life for the aircrew of 846 Naval Air Squadron — especially when flying helmets give way to berets and caps.

The varied headgear on display here tells you that all Britain's armed forces are represented — plus a "Flying Leatherneck" for good measure.

Squadron commanding officer, Lieut.-Cdr. Nigel North (centre front) has no fewer than three exchange pilots and two Royal Marines officers on strength. Currently they and the rest of 846 are operating eight Sea King 4s from the aircraft carrier HMS Ark Royal, lead ship of the Royal Navy task group taking part in Operation Grapple in the Adriatic.

One of the Royal Marines pilots, Lieut. Steve Richards (right) has spent four years with 846 to become the longest serving member of the squadron. The others in the picture have served with the "Junglies" for between four and 18 months.

They are Capt. Jeff Niblett RM (left) who has previously served on exchange with the Army Air Corps; Capt. Carl Ingebretsen, US Marine Corps, who came to the squadron from Hawaii where he flew CH46 Sea Knight aircraft; Capt. Neil Dalton of the Army Air Corps, formerly a member of 662 Squadron AAC flying Gazelles in Germany; and (centre, back) Flt.-Lieut. Mark Fisk RAF

who, before joining 846, piloted Chinooks of 7 Squadron based at Odiham.

And that beard...? Not wishing to stand out in a crowd, Mark adopted a naval privilege

and joined Ark's beard-growing competition for charity. However, he assures any critical reader that his clean shaven image will reappear the moment the contest ends.



FANGS FOR THE MEMORY

WHEN CCPO Mick Laurie reported to the dentist on board HMS London as ordered, he found the "fang farrier" armed with a pair of pliers...

But it soon dawned on him that Surgeon-Lieut. Simon Wolstencroft was wearing a wry smile. Both men had attended Trinity School, Carlisle.

Their reunion took place after Simon had already bumped into another old boy of Trinity — the London's watch-keeping officer, Lieut. Callum Cowx.

Simon joined the Type 22 frigate for two months while she was on Armilla Patrol.



SNAPPY NAAFI

APPLY named Naafi area manager Nick McDonald (pictured at the back of the queue) said the £60,000 invested in a fast food restaurant at RNAS Culdrose was proof of the Institute's commitment to Europe's largest helicopter base.

Nick was on hand to see Capt. Chris Quarrie, CO of the air station, cut the ribbon across the counter over which manager Steve Davies (left) will ensure a delicious range of fast food is served. Behind the commanding officer, still trying to decide between fish and chips or a burger, is the Commander, Cdr. John Prichard.

DECADES OF NAVY SERVICE



BACK in 1951 young Melvyn Sutcliffe joined the Royal Navy in the Writer branch and young Douglas Woolner signed on as a Boy Seaman. Forty-two years on Lieut.-Cdr. Sutcliffe and Chief Petty Officer Woolner are leaving the Service.

For the past eight years Lieut.-Cdr. Sutcliffe (pictured top), who was commissioned in 1962, has been Wardroom Mess Manager in HMS Drake.

CPOWEA Yorky Woolner's final draft has been in the Royal Naval Armaments Depot in Coulport. His ships have included HMS Wakeful, HMS Mermaid, HMS Repulse and HMS Vanguard — the battleship, not the Trident submarine.



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TIMELY AWARD

STANDING proudly between his wife, Sharon (left), and Mrs Grenier, wife of Vice-Admiral Frank Grenier, former Flag Officer Submarines, is LS(TS)SM Stephen Randall, HMS Opportune's "Man of the Year".

Randy won the accolade for his all-round excellence as a Leading Seaman and his services as the navigator's yeoman, a duty for which he received a rare "excellent" during a harbour inspection. He was presented with his award by Mrs Grenier, HMS Opportune's sponsor.

Six-and-a-half years after joining the Royal Marines as a bugler, Randy transferred to the Royal Navy in April 1985, joining Submarines six months later. He has previously served in HM submarines Onslaught and Opportune.



Picture: PO/Phot Jon Garthwaite



"They should give us a "good guys" ADQUAL."

NEWSVIEW

England still confides

A RECENT Gallup Poll indicated that public satisfaction with a broad range of our national institutions had sunk to a new low.

The validity of such surveys may be questionable in a time of recession — seeds of doubt have abraded even the seemingly armour-plated carapace of prosperity enveloping the peoples of Germany and Japan.

What was remarkable, however, was the suggestion that the nation's Armed Services were uniquely exempt from the apparent crisis in confidence. Would a similar poll conducted in any other country afflicted by the lack of direction that the end of the Cold War has thrown into focus produce the same result?

Logically, one would expect the reverse — military prowess is hardly going to be seen as a factor in producing solutions to the social, economic and cultural malaise that currently seems to know no frontiers.

It has lately been the fashion to denigrate victory in the Falklands and the Gulf as a faint echo of past glories, a clinging to the vestiges of a status in the world order that in reality no longer exists. So that does not fully explain it.

It would be a nice — and not too sentimental — conclusion to draw that the British public's continued joy in the achievements of its Forces was based on its perception of a continuing commitment to fair dealing, in which humanitarian aid goes hand in hand with, but is not always subject to, the dictates of diplomacy.

Decency

The past two or three years have seen natural disasters in the form of hurricanes in the West Indies and floods in Biafra; political upheaval in Kurdistan, Yugoslavia and Cambodia; and innumerable local difficulties in which the Royal Navy and Royal Marines have sometimes been the first and sometimes the sole agencies offering succour to the afflicted.

Not a few of these charitable efforts have had nothing to do with any executive decision — they have been delivered on impulse by members of ships' companies for whom a casual run ashore in an exotic port does not offer sufficient attraction.

Lending a lick of paint to an orphanage in Albania or tidying up the aftermath of a typhoon in some Far Eastern backwater may not make big headlines — but it does get noticed.

When instances of appalling violence by young people are reported in our own backyard, simple acts of kindness overseas are a welcome reminder of an innate decency in our national character, maybe.

And if charity begins at home, the hundreds of thousands of pounds yearly raised by ships' companies for a huge range of projects — most of them to do with children — must also be taken into account.

Nearly half of the Royal Navy's current strength is aged under 25.

KEY EVENTS IN ATLANTIC BATTLE PROGRAMME

Tribute to 'a whole generation' of seamen

"... quite probably the longest, high intensity sea battle ever."

Thus Admiral — now Admiral of the Fleet — Sir Julian Oswald of the Battle of the Atlantic in outlining the programme for "commemoration rather than celebration" of the campaign at the end of next month, 50 years after the turning point was reached.

"It lasted from the very first day of the Second World War, when the liner *Athenia* was sunk by U30, to the very end," he said in one of his final appearances as First Sea Lord.

"So it is, I believe, entirely fitting that the major maritime World War II commemoration event should be the anniversary of that great struggle, honouring the courage and fortitude of all who fought in it, irrespective of service or nationality.

"The date chosen to mark it has a special significance. By the end of May 1943 Admiral Donitz, unable to sustain the awful attrition rate affecting his U-boats, was forced to withdraw the majority of them from the North Atlantic convoy routes and redeploy them south west of the Azores.

Life Blood

"I believe it will be a most fitting tribute to a whole generation of seafarers of both the Allied and Axis powers who lived and died with unspeakable horrors over maintenance of the life blood of food, fuel and war supplies to these beleaguered islands."

First phase of the programme will be the Royal Fleet review at Moelfre anchorage to the east of Anglesey, where ships from the Naval and Merchant service representing 16 nations will assemble on May 25.

Representing the Royal Navy will be HMS *Ark Royal*, *Liverpool*, *Beaver*, *Birmingham*, *Active*, *Oracle*, *Chiddingfold*, *Quorn*, *Middleton*, *Humber*, *Charger*, *Biter* and *Puncher* and RFA *Owens*.

Foreign and Commonwealth units in the Review are Westdiep (Belgium), *Defensora* (Brazil), *Algonquin*, *Preserver* (Canada), *Niels Juel* (Denmark), *Aconit* (France), *Bremen*, *U25* (Germany), *Nearchos* (Greece), *Aegir* (Iceland),



Danaide (Italy), *Witte de With*, *Poolster* (Netherlands), *Canterbury*, *Endeavour* (New Zealand), *Trondheim*, *Horten* (Norway), *Kaszub* (Poland), *Gremyashchy* (Russia), *Reina Sofia* (Spain), *Moosbrugger* and two from *Defender*, *Sentry*, *Scout* or *Devastator* (United States) and *Gallatin* (US Coast guard).

After the review by the Duke of Edinburgh on May 26, the ships will sail to the Mersey. This will take until the morning of 28 May because of the number of ships — 36 in all — and the need to berth at particular states of the tide.

Marchpast

Second phase will centre on Merseyside and involve serving personnel and veterans from many of the participating nations.

There will be a Marchpast on 29 May of over 2,000 veterans and service personnel, including contingents from HMS *Liverpool* and HMS *Birmingham* and four Royal Marine Bands. The route, from Canning Place through Hanover Street, *Paradise Street*, *Whitechapel*, *Hood Street*, *Roe Street*, *St Georges Place*, *Lime Street* and *St*

George's Hall, will be lined by members of the Sea Cadet Corps.

The BA 93 Air Display over the River Mersey, also on May 29, will feature five Royal Navy Sea Harriers, a helicopter formation and Search and Rescue and acrobatic displays and wind up with a salute from a pair of World War II *Swordfish*.

Main events and their timings are as follows:

Wednesday 26 May

- 9 am — Opening of Historic Conference by Admiral of the Fleet Sir Julian Oswald at Merseyside Maritime Museum.
- 12-1.30 pm — Royal Fleet Review at Moelfre off Anglesey.
- 3.30 pm — First group of ships enters harbour.

Thursday 27 May

- 3.30 am — Second group of ships enters harbour. *Ark Royal* to mooring buoys.
- 9.30 am — HMV *Britannia* berths at Pier Head.
- 11.00 am — Opening of Western Approaches Derby House.
- 2.30 pm — British Shipping Exhibition Albert Dock.
- 4 pm — Third group of ships enters harbour.
- 6.30 pm — Marchpast rehearsal — city centre.

Friday 28 May

- 4.30 pm — Fourth group of ships enters harbour.
- 11.15 am — The Queen inspects Royal Guard at Albert Dock and meets Veterans.
- 11.35 am — The Queen opens Maritime Museum.
- 2.30 pm — The Queen visits Liverpool Football Club.
- 3.35 pm — The Queen meets Veterans at Bootle.
- 8 pm — Reception on HMV *Britannia*.

Saturday 29 May

- 9 am — Memorial service and marchpast at Bootle.
- 10.30-11.30am — Main marchpast through Liverpool.
- 2-6 pm — Selected ships open to the public.
- 2.30-3.30 pm — Flypast over Mersey.
- 7-8.45 pm — Massed bands concert at Goodson Park.

Sunday 30 May

- 10.30 am — Commemoration service at Anglican Cathedral followed by Parade of Standards. The Prince and Princess of Wales attend.
- 2-6 pm — Selected ships open to the public.
- 7.30-9.15 pm — Battle of the Atlantic concert in the Anglican Cathedral in aid of King George's Fund for Sailors.

Monday 31 May

- 2-6pm — Selected ships open to the public.

Tuesday 1 June

- 8 am — HMV *Britannia* sails. Ships start to disperse.

Other diary dates, with contact telephone numbers:

- 24-27 May — Town Hall, Bootle, exhibition — *Boats, Blitz and the Battle of the Atlantic*. Unique and original photographic material and other exhibits.
- 25 May 7.30pm — Grand Dance Night — "In the Mood." St George's Hall, Liverpool. Wigan Youth Jazz Orchestra. £10 including buffet. 051 225 5511/2.
- 26 May-5 Sept. — War at Sea. Exhibitions of paintings at Maritime Museum. Dramatic impressions of war at sea.
- 26 May — Battle of the Atlantic. Gallery at Maritime Museum. The role of Liverpool in the campaign. 051 225 5517.
- 27 May 7.30pm — Singing Forties Veterans' Dance. St George's Hall, Liverpool. Youth Orchestra. Ticket only admission. 051 225 5511/2.
- 28 May noon to 6pm — Inter-crew soccer. Free at Picton Sports Centre, Liverpool. 051 225 6355.
- 28 May 7.30pm — Royal Navy v Merseyside boxing. Everton Park Sports Centre. £3 or £5. 051 207 1921.
- 28 May 7.30pm — "We'll Meet Again." Forties fun and entertainment. Town Hall, Litherland. Free in advance on 051 934 2418.
- 28 May 7.30pm — "45s Remembered." Floral Pavilion Theatre, New Brighton. Super Troupes concert for KQFS and RNLI.
- 29 May 11.30am — Reception for marching veterans. St George's Hall.
- 29 May 7.30pm — "We'll Meet Again." Town Hall, Bootle. Glenn Miller music and Vera Lynn and Grace Fields songs. Free in advance. 051 934 2418.
- 29 May 8pm — BA Ball-Eurovision. Town Hall, Wavertree. Glenn Miller Orchestra.
- 30 May 7.30pm — Commemoration Concert. Floral Pavilion Theatre, New Brighton. Glenn Miller Orchestra and cast. 051 639 4390.
- 30 May 10pm — Firework Finale and military bands. Fort Perch Rock, New Brighton. 1 June 7.30pm — "We'll Meet Again." Crosby Civic Hall. Duggie Chapman and wartime entertainment. Free in advance. 051 934 2418.

Operation Grapple

A TOTAL of eight Royal Navy and Royal Fleet Auxiliary ships remains on station in the Adriatic area, seven of them in the Operation Grapple Task Group, ready to provide support for British forces ashore, and the eighth, the type-42 destroyer HMS Cardiff, participating in Operation Maritime Guard, enforcing United Nations embargoes. (Cardiff is operating as a member of the NATO STANAVFORMED Group and not part of the Western European Union Force as reported in last month's Navy News).

HMS Ark Royal leads the British naval force, with the frigate HMS Brazen, and the RFAs, aviation training ship Argus, fleet replenishment ship Fort Grange and fleet tanker Otwen, with the Dutch frigate HMNLS Abraham Crijnsen also a member of the Group, under British command.

Two other RFAs, the landing ship Sir Percival and replenishment ship Resource, are alongside at the Croatian port of Split, providing logistic and support facilities there.

300 troops, along with their 105mm guns, vehicles and other equipment were em-

barked in RFA Argus, and regular embarking and cross-deck operating exercises kept them in a state of high readiness.

The main body of troops has now been flown back to UK, where they remain on standby to return if necessary to man their equipment, kept maintained by 50 troops remaining on board.

Four of Ark Royal's original eight helicopters of 846 NAS are also returning to Britain, in RFA Fort Austin, to fulfil important training tasks. They too can be returned speedily if required.

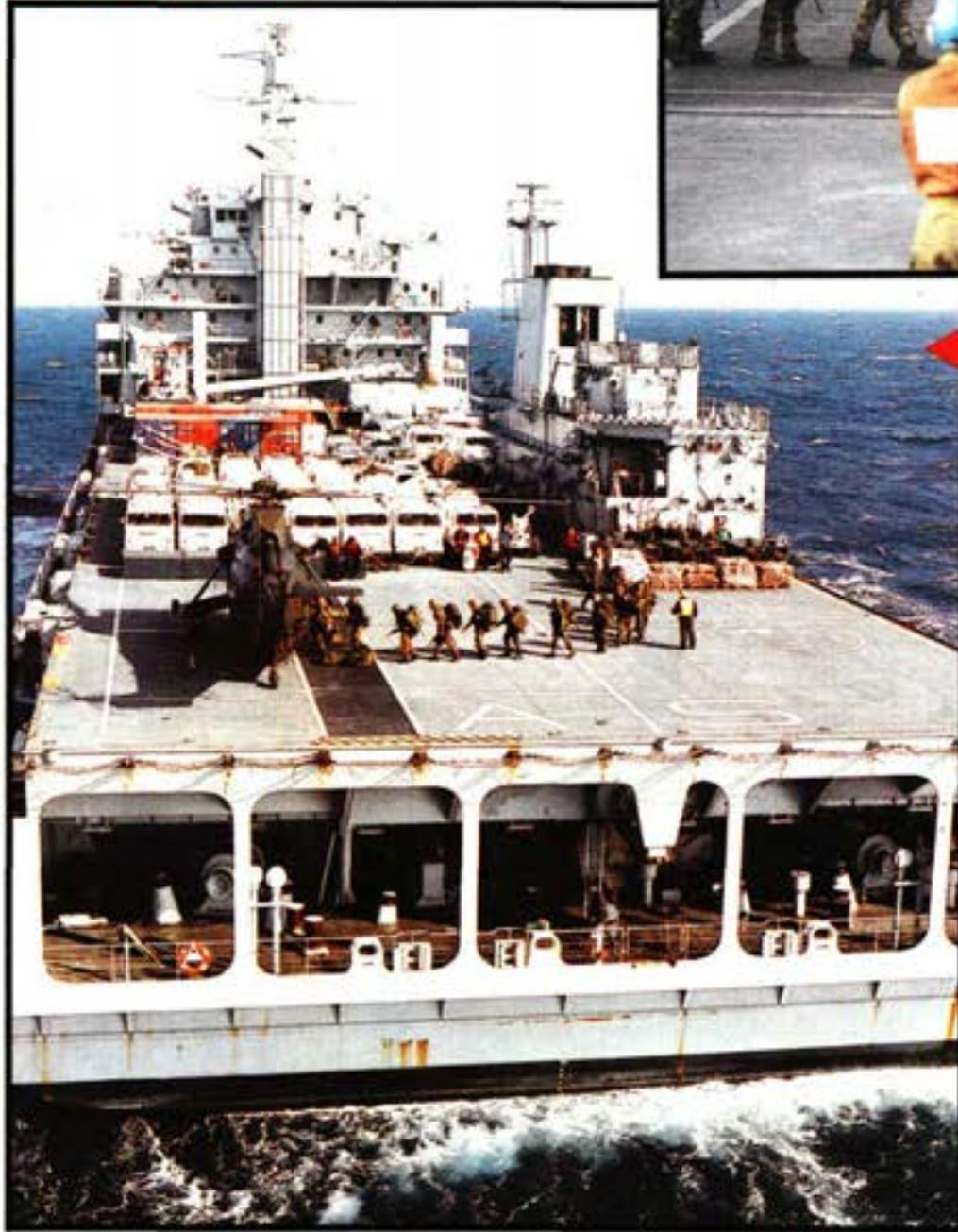


Photographs —
Top right, a Sea Harrier of 801 NAS in company with a US Navy F-14 Tomcat during Ark Royal's exercises with the USN carrier John F. Kennedy.

Photo by Lieut. Adrian Orchard, flying his Sea Harrier in formation

Right, troops of 94 Locating Regiment Group, embarked in RFA Argus, train on the flight-deck of Ark Royal during a cross-decking exercise with Sea King helicopters of 846 NAS

Photo by LA(Phot) Woffie Wilkinson



With her flight-deck crammed with vehicles and equipment in the white United Nations colours, the Aviation Training Ship RFA Argus carries out troop-transfer exercises in the Adriatic.



Don't forget the divers

Plenty of activity at sea level and in the air in the Adriatic region — but also, not so visible, under the surface. Pictured, left, Chief Communications Technician Spike Kelly removes a practice limpet mine from the hull of Ark Royal, at anchor in Golfo di Manfredonia, Italy.

Photo by LA(Phot) Richard Thompson

Navy News

1993 CALENDAR

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Beating the Blues



BATTLE Griffin turned out to be an amphibious exercise without any ships as HMS Ark Royal was called away to the Adriatic.

She was to have been used in her secondary role for "quick dash" Commando operations and as a command ship for HQ 3 Cdo Bde when the Royal Marines did battle with the US Marine Corps and atrocious weather for control of Northern Norway last month.

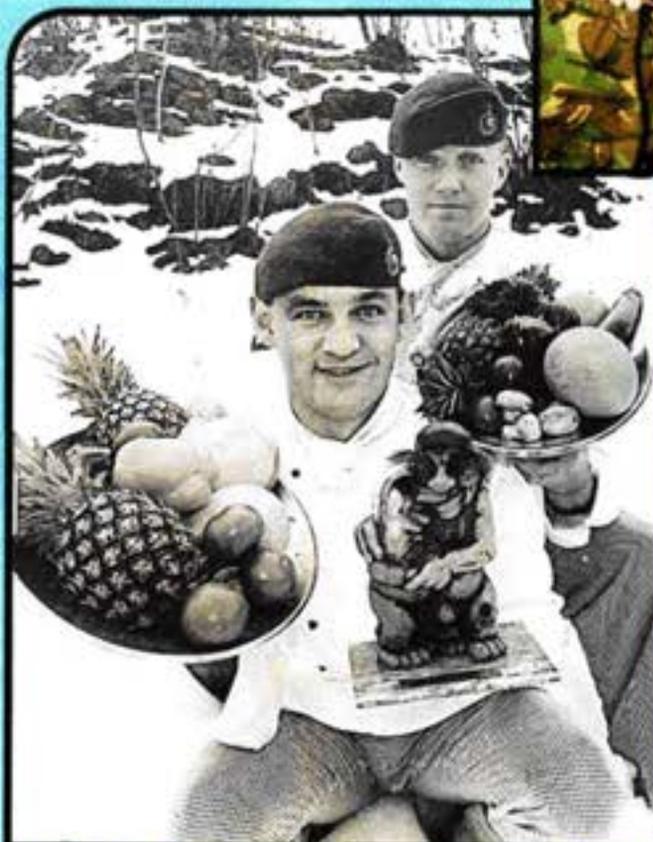
So her departure with all available Sea King Commando helicopters meant a radical rethink in the exercise programme for the 1,600 RM personnel involved.

Instead of carrying out an amphibious landing straight into the exercise area they deployed over land into concentration areas the day before startex — and so the element of surprise and the tactical mobility normally provided by helicopters were lost.

Only means of transport around the network of fjords was by landing craft of 539 Assault Squadron and the lack of ships was severely restricting — though the Mk 2 Rigid Raider was put through its paces for the first time in Norway during winter deployment.

On the plus it was the most free-playing exercise in NATO for many years, with the forces involved more integrated across nationalities than ever before.

"We don't know whether we're going to end up in Bardufoss or Evenes," confessed Brigadier David Penner father at the outset.



Cold enough for a pina colada?

PINEAPPLES don't grow on trees — not in Northern Norway anyway. So Cpl. Keith "Beano" White and L/Cpl Phil Richardson must have deserved to win their Best Menu title.

The pair's culinary skills have been employed at Krakenes Fort Camp and out in the field at 539 Assault Squadron's Forward Support Base since the beginning of the year.

So far they've dished up over 1,000kg of baked beans and 15,000 eggs, so that should have warmed up the atmosphere a bit . . .

The Stabburet Trophy displayed here is awarded annually by a Bergen food company, W. Giertsen.

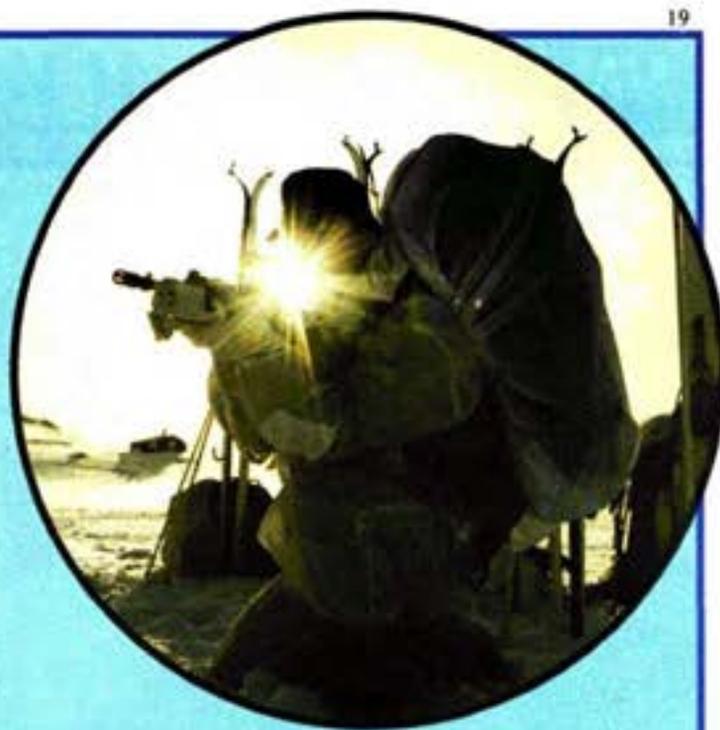




-30°C in Northern Norway — "Green Forces" versus the US Marine Corps

Pictures (clockwise from top left):

- Winter training — live firing by a fire team from 40 Cdo.
- Local schoolchildren played the part of casualties when a field hospital was set up in Gol to rehearse a humanitarian relief effort.
- Nuclear, biological and chemical defence — practising for the worst in central Norway.
- Sunrise over Allo, central Norway — Marine from the Mountain and Arctic Warfare Cadre carries out weapon drills.
- Headquarters 3 Cdo Bde RM — RFA Sir Galahad in Salanger Fjord.
- White out — coxswains from 539 Assault Squadron ride the Mk 2 Rigid Raiding Craft through a blizzard (and opposite)
- 29 Commando Regiment Royal Artillery taking part in an international live firing day during Exercise Battle Griffin.
- Green Forces in action — 40 Cdo beat off the Blues in the battle for control of strategic airfields.



Pictures: PO(Phot) Faz Parker
PO(Phot) Paul Cowpe

The two airfields in North Norway he was referring to are 80 km apart and his "Green Forces" were to defend strategically important Bardufoss against the US Marine Corps Blue Force.

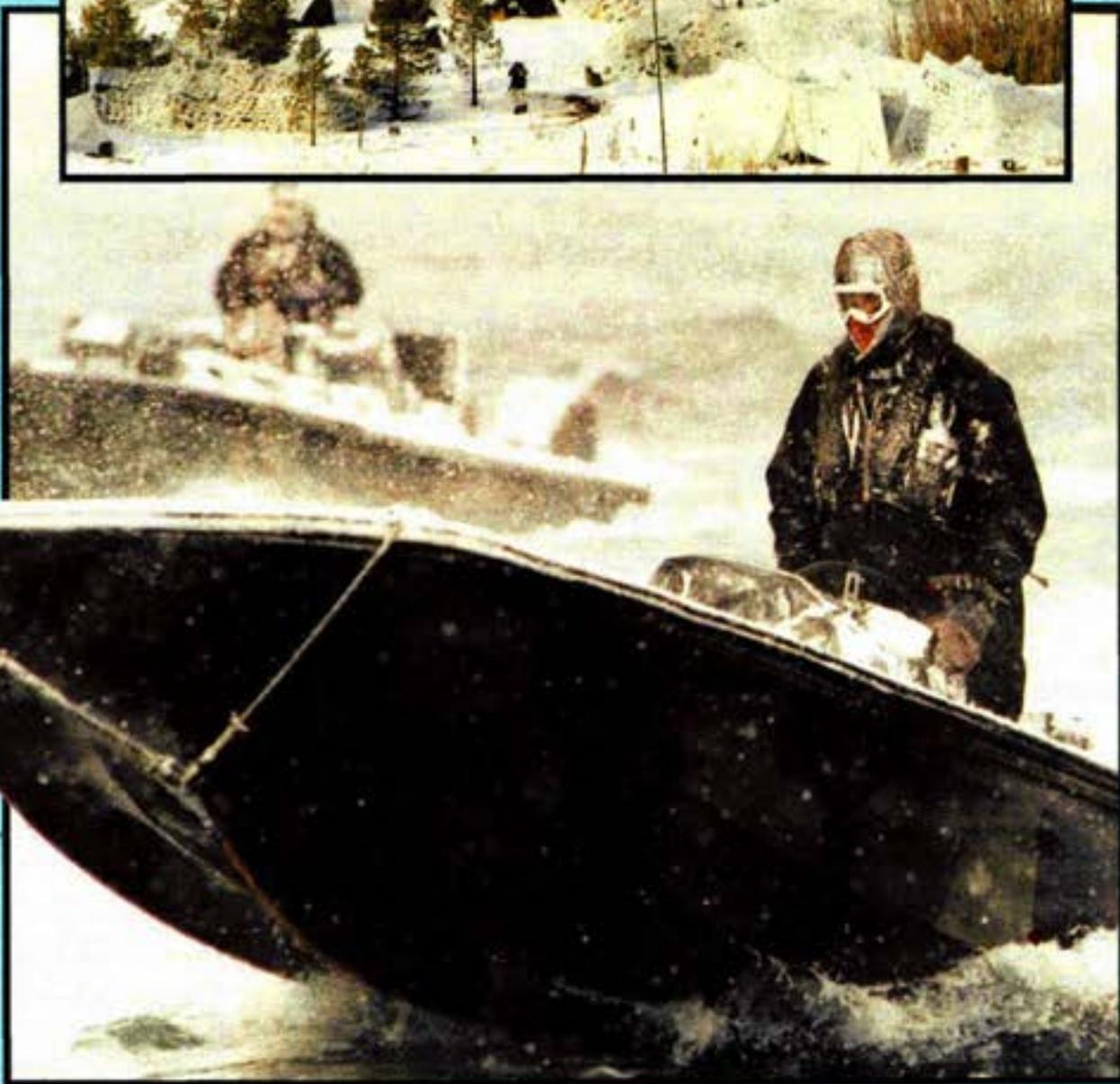
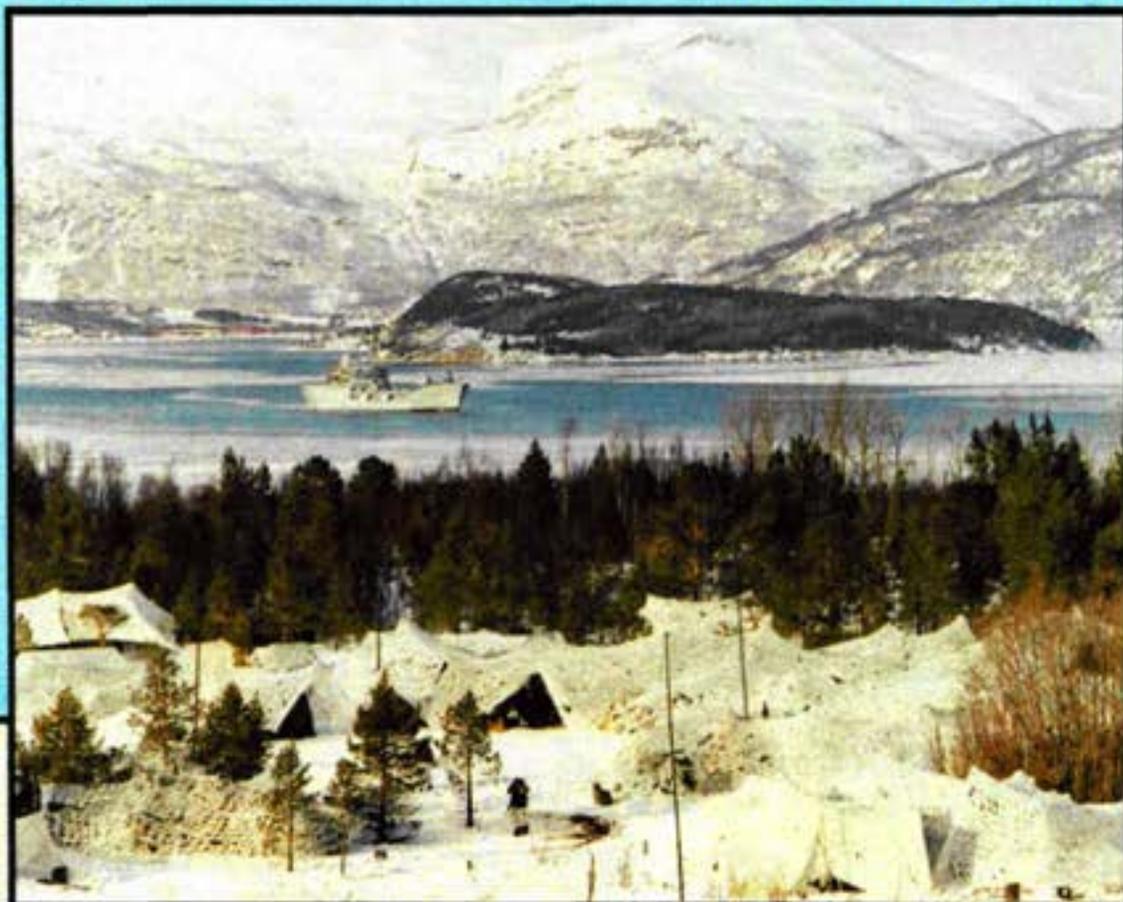
He aimed to push the Blues back to Evenes where they started the exercise — an objective which in the end he practically achieved — but if the umpires had deemed the Americans to have the upper hand then the Royal Marines might in turn have been forced back to Bardufoss.

In fact the umpires allowed the American forces to cross their imaginary border several hours before the British were authorised to move, thus giving the Blue forces an advantage which they used to gain a foothold in the Green forces area, using Norwegian landing craft.

Even so, after a series of attacks and counter attacks in which a Norwegian battalion carried out a very successful assault on the Brigade Headquarters itself, the American "aggressors" were duly repulsed.

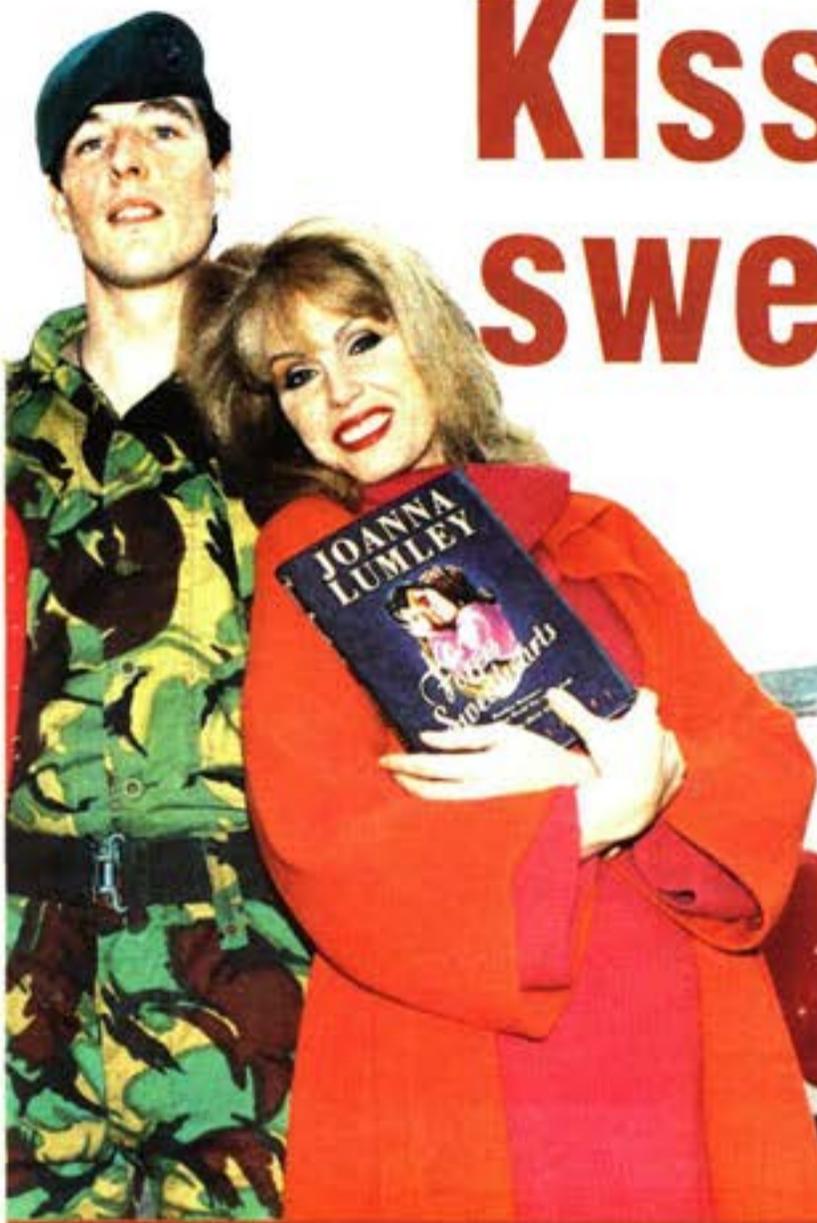
Sole Commando unit involved was 40 Cdo, 45 Cdo having returned to the UK early to prepare for its operational deployment to Belize next month. 3 Cdo Brigade Headquarters had been allocated a Norwegian battalion under command and worked closely with 40 Cdo throughout.

The weather — as some of these pictures show — was grim, with temperatures varying between -30°C and 10°C, high winds and alternating heavy snow and pouring rain.





Kiss and tell sweethearts



ACTRESS Joanna Lumley, seen here with Mne Chris Staddon of RMR London at the opening of the Forces Sweethearts exhibition at the Imperial War Museum, and (inset) Sgt John Hampton DSM, RM with his bride Land Army girl Gwendoline Notley, whom he married during his demob leave in April 1946.

The amusing story of how the couple met — John was tracking down the Binchcombe Bull as part of a "treasure hunt" initiative exercise while awaiting D-Day at Portland and came across Gwendoline milking in a cow shed — is told by Miss Lumley in her accompanying book *Forces Sweethearts* (Bloomsbury £16.99). It is a celebration of wartime romance full of charming letters and photographs of keepsakes that chart the progress of true love between Servicemen and women caught up in the wars of the 20th century.

Many of the stories have tragic endings, many more are happily still being told. The exhibition continues until October 15.

Picture (left): PO(Phot) Ash Amiswala



Soldiers at the helm

THE naval operations of the English Civil War and the three Anglo-Dutch wars that followed are among the most fascinating in our history.

It was during this period of 30-odd years that the Navy grew from a comparatively minor and ill-organised force to become the greatest maritime power in the world — a position it was to retain for over 200 years.

Yet its commanders were mostly soldiers — an irony not wasted on Col. Hugh Rogers, who in *Generals-at-Sea* (Galago Books £18.95) charts the way they moulded and trained it in the tactics they had derived from their experience of fighting on land. These proved so successful at sea that they were copied by the Dutch, learned by the French and subsequently adopted by all the European maritime nations.

First and best-known of these soldier-Admirals, Robert Blake, had been a merchant before taking up arms for Parliament in the Civil War and this is perhaps significant.

Destruction

In 1649 he pursued Prince Rupert to the Mediterranean, sinking many of his ships. He defeated Tromp at the Battle of Portland but his greatest exploit was the destruction of the Spanish West Indies fleet at Santa Cruz in 1657.

He died of fever on his way back to England, otherwise he might have moved on to further glory in the second and third Dutch Wars — the Court and Parliament of the Restoration both accepted the traditions of the Commonwealth's fighting fleet which he bequeathed to posterity while fear of a standing Army did not begin to subside until the reigns of William III and Anne.

Blake, indeed, stands as a third with Nelson and Drake. In his eight years' service he gave the Navy the place it aspired to under Elizabeth, lost under the early Stuarts — and never after his day more than momentarily relinquished.

Mercantile

It was the revival of the Navy under Blake and the government of the State by men with strong mercantile interests that combined to challenge the then maritime supremacy of the Dutch, who for a generation past had poached the fisheries and almost monopolised the carrying trade of England and her American colonies.

The three wars that resulted, though fiercely contested, were marked, Rogers notes, with chivalry and courtesy — courage and glory "evenly distributed between victor and vanquished".

A conflict "in which neither opponent really disliked each other and in which diplomatic relations were never severed" — as a Mafia godfather might have put it, it was only business. —JFA

REUNIONS SEVEN DAYS A WEEK.

For some, the thought of leaving the forces is a daunting prospect. How will you cope leaving behind old haunts, old routines not to mention old mates? Fortunately, there's a way to keep in touch with the past and look to the future — The Royal British Legion.

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Jewry Service

"... IT IS one of the many odd traits which make up Jack's character that though his dislike of Moses exceeds all the bounds of decorum, it is to him he confides his grievances and by his advice most of his actions are governed."

Thus Captain W. Glascock in 1834, when the curious relationship between the Navy and the Jewish community was well established — a compound of traditional prejudice and personal trust that many of today's Gentile bank managers and lawyers might actually envy.

It is not too difficult to understand, really. Perhaps the oldest Jewish community in this country outside London is in Portsmouth, dating from before 1750. In those days Jewish immigrants, restricted by law in the occupation they could take up, resorted to peddling and the selling of secondhand clothes. Others became jewellers and silversmiths.

These petty traders discovered that seamen delighted in the goods they had to offer — so why spend time on the road when captive customers a-plenty were to be found in the men-of-war lying in the naval ports, they argued?

"Both the Jews and the seamen knew hardship, with little consideration from the public — economic necessity brought them together," Geoffrey Green observes in a meticulously detailed study of *The Royal Navy and Anglo-Jewry 1740-1820*, available from his own Naval and Maritime bookshop at Ealing at £14.95.

He set himself a formidable task in taking on this valuable and largely unique addition to the study of one

of the key influences in the development of our maritime culture — particularly in recording the activities of Jewish seamen.

Until the time of Roman Catholic emancipation in 1829 only Protestants could officially join the Navy, though this regulation was often ignored by the Admiralty to suit their manning requirements.

A seaman's religion was not stated in the muster books or service records until well into the 19th century — so Green went through the Naval General Service Medal Rolls, Trafalgar Roll and Greenwich Hospital Register extracting distinctive Jewish names and then finding their places of birth in the muster book.

The fruit of his labour is a fascinating insight into the affairs of seamen ashore in the great days of sail and the service of Jews at Quebec, the Nile and Trafalgar. The friendship of the tragic banking brothers Abraham and Benjamin Goldsmid — both were suicides — toward Nelson was evident in the assistance they afforded Lady Hamilton when the nation at large ignored their hero's famous bequest.

But the Goldsmids' "munificent and unremitting support" of the Naval Asylum, forerunner of the Royal Hospital School at Holbrook was forgotten when they found themselves in financial difficulties of their own. — JFA

Saga goes on

DOUGLAS Reeman's Blackwood family saga of the Royal Marines continues in *The Horizon* (Heinemann, £14.99 hardback). The first book, *Badge of Glory*, was set in the 1850s against the backdrop of the war against slavery in Africa; the second, *The First to Land*, revolved around the Boxer Rebellion. *The Horizon* takes Jonathon Blackwood into the 1914-18 war.

DRACULA RISES AGAIN

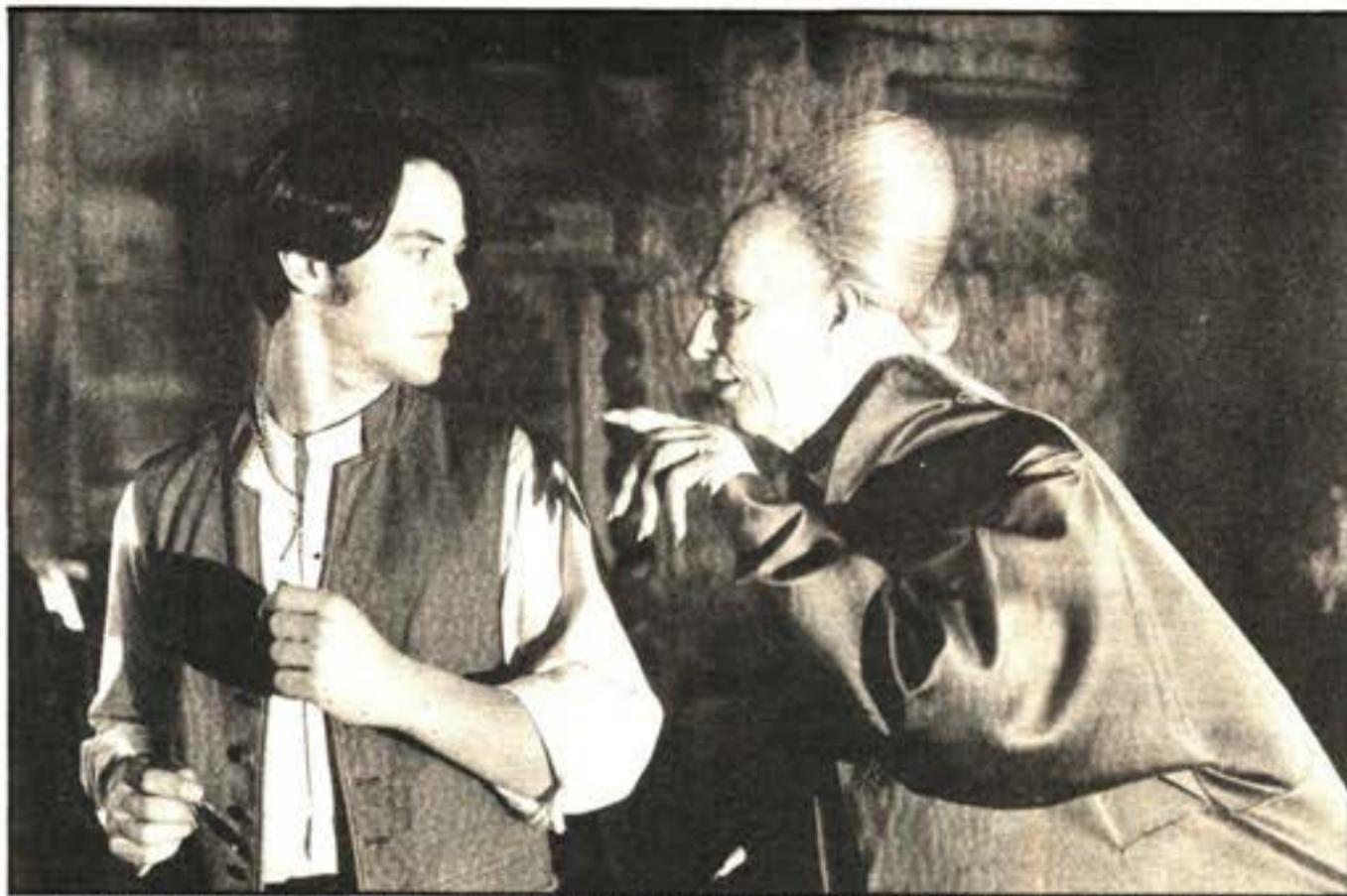
DRAC'S back! Like that other late-Victorian creation Sherlock Holmes, the blood-addicted Count is a character that every generation seems compelled to re-create for itself. In fact as well as in fiction, it seems, Dracula can never really be killed off.

So how does he fare in his 1990s incarnation? Most obviously, the state-of-the-art special effects ensure that the shape-shifting, the transformations from man to beast, have never seemed so spectacularly convincing as they do here, just as the separately sinister worlds of London and Transylvania between which the plot shuttles have been stylishly and atmospherically rendered.

Among the Anglo-American cast, the Brits emerge as clear winners. In the title role, Gary Oldman, his voice sunk to a rumbling baritone, offers not one characterisation but a flashing kaleidoscope of them — bereaved young husband, decrepit dodderer, suave seducer, monster — while Anthony Hopkins has a high old time as Van Helsing, the vampire hunter.

On the other hand, Winona Ryder is pretty as a picture but far too modern as the heroine, while Keanu Reeves, going for the Gielgud mode and murmuring on about "Transylvania" is outright disastrous.

A decided plus, though, is the score, throbbing with menace, by Wojciech Kilar, a name to remember, once you've figured



Jonathon Harker (Keanu Reeves) finds himself confronted by a Prince of Darkness (Gary Oldman) wearing his hair in a French pleat — a scene from Bram Stoker's Dracula.

out how to pronounce it. The most surprising aspect of *The Bodyguard* is that nobody thought to make it before now. The relationship — antagonistic/affectionate — between a pop star and her minder seems



Screen Scene

such an obvious commercial proposition — a marriage of music and mayhem — that it's a puzzle why it never occurred to anyone to cast, say, Diana Ross and Burt Reynolds in such a story back in the 1970s.

— Bob Baker



At Your Leisure



Probing the unkindest cuts

"... IN combat sailors endure a more stressful environment than either soldiers or airmen." You will find a few soldiers and airmen who will disagree with him, but Hugh McManners, once a commando with a Special Boat Squadron team embarked in HMS Avenger during the Falklands War, can back up at least part of this judgement from personal experience.

In *The Scars of War* (Harper Collins £18) he attempts to show how modern warfare is more stressful than ever before, through the power and range of its weaponry and the ability of technology to eliminate darkness so that fighting can take place around the clock. Thus the long-term psychological and emotional effects of combat are potentially all the more acute.

Yet the main differences between the three theatres of combat — war in the air being a 20th century innovation anyway — have always been the same (and it is a pity that the experience of veterans of the world wars is not more closely studied here; they have, after all, had to live with the memories of what they endured for many more years than those who took part in the Falklands War).

As he says, in a warship (or a merchant ship for that matter) everyone shares the same dangers from which there is no respite, whereas Army commanders are often quite remote from the fighting and air crew are exposed to danger in short, albeit very concentrated bursts.

It is the air of unreality that pervades so much of today's warfare at sea that comes across most powerfully, though this too was noticed by sailors in both world wars. Now we have teenagers using computer game techniques to call the shots, but even when the gun still reigned supreme the ranges were so extended that their fall could be observed with a remarkable degree of detachment.

McManners observes "a spiritual girding of the loins ready for the fray" in the case of HMS Avenger as she approaches the scene of action,

where the ship was stripped of all peacetime comforts — carpets, beer coolers, pianos and trophies thrown over the side — that echoes the precautions taken by Nelson's fleet in 1805, though at least there was a convention then that the safety of officers' furniture towed astern would be respected where possible by either side.

Perhaps Nelson would have felt at home in the South Atlantic in 1982 — in HMS Intrepid the senior ship's officers insisted on dressing for dinner in white "red sea rig" shirts, cummerbunds and mess dress trousers.

There was apparently a heated row one evening in San Carlos, after one of the air raids, as to whether or not the ship could be said to be in port. If so, custom dictated that plates of fried chips and dishes of tomato sauce should be set out on the bar before dinner...

These excesses of sang froid jar the sensibilities of the taxpayer who would prefer to see a proper regard for the seriousness of the business in hand. But he misses the point — they are probably more necessary as a safety valve than ever before.

Even the most rational mind can be caught off balance. Hugo White, captain of HMS Avenger, was in the ops room when he heard "a whoosh — then a strangled cry over the tannoy", announcing that "a bloody great missile" had just flown over the flight deck.

They assumed it to be a shell and that the flight deck crew were panicking. Captain White was annoyed and ordered them not to bother him with such silly reports: "We are fighting a war up here." Later he was amused by his response to this near miss. "Because it was our first

night in action we were keeping a furiously stiff upper lip and thought that Exocets over-flying the flight deck were par for the course!"

He kept his ship, later surviving a raid by three Skyhawks which his First Lieutenant estimated "took about two minutes but seemed like ages, with

lots of time in which to get frightened."

"I told you when we left Guzz that I was lucky — well here's proof of it," Captain White piped. Some things don't change — including the sailor's primeval belief in a "lucky" ship or a lucky captain.

— JFA

Like John Wayne? The hell it was!

THE "Mickey Mice", as the Royal Navy's motor minesweepers came to be called, formed the largest percentage of inshore craft designed specifically to deal with the German magnetic mine menace around our shores in the Second World War.

As Michael Melvin notes in *Minesweeper* (Square One £14.95) "wherever the big ships were destined to sail, the sweepers had already been" and the history of their role is long overdue — particularly as it presents the evidence that we were quite unprepared to deal with the mine threat at the beginning of the war and, in truth, never totally succeeded.

Melvin argues that it was ever literally a "hit and miss" affair. Most of the craft designed for the job only became effective long after hostilities commenced.

Some were supplied by the United States under the Lease Lend Act — although designated British Yard Minesweepers (BYMS) none was actually built in the UK.

They had the benefit of hot and cold running water — unlike most of the small Miceys — and were luxurious in comparison. John Wayne even had one converted as a yacht.

This is not a tale of Wayne-style heroics, though — just a never-ending slog of day-to-day watchfulness. And trying not to think that the next mine to explode might be right under your own keel

— JFA

TAPE TO TAPE

TWO new tapes of sea songs recorded by Cyril Tawney in the Neptune series are *Little Boy Billie*, a set for children including *In Frisco Bay*, a shanty about Noah's Ark which he first broadcast on the BBC in 1959 when he was still serving in the Navy, and *Seamen Bold — Songs of Voyages, Battles and Shipwrecks*, including *Henry Martin* and *The Loss of the Ramillies*. Both are priced at £7 inc pp from Neptune, 521 Meanwood Road, Leeds LS6 4AW. JFA

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At Your Service

Reunions

Jungle Sigs. and 3 Brigade Air Squadron: Jungles, past and present, are invited to attend the annual cocktail party at Sherborne Castle on June 18. Cost will be on a straight share basis with a maximum of one guest. Requests, with mess number, to 845 N.A.S. RN air station Yeovilton or contact POC Sub-Lieut. J. Snel on 0635 456890.

Landing Craft Infantry — 200, 201 and 202 Flotillas: Former shipmates are invited to contact A. J. Baker, 24 Tibury Mead, Harlow, Essex CM18 6JD (tel. 0279 438538) with view to a reunion in October and in June 1994.

HMS Ocean Asso.: will hold their AGM at the Nautical Club, Birmingham on April 24. Details from J. Knowlson, 15 East Avenue, Burnage, Manchester M19 2NR (tel. 061 224 5582).

Landing Craft Gun (L and M) and Landing Craft Flak (L) (1942-45): The next reunion will take place at The Royal Sailors Home Club, Portsmouth on May 7-9. Details from Charles Brown, 63 Wells Rd., Walsingham, Norfolk NR22 6DX (tel. 0228 820 795).

HMS Faulkner Asso. (Fighting Fa), 8th Destroyer Flotilla: The next reunion will be held at The Royal Sailors Home Club, Portsmouth on May 28-30. Veterans from other F Boats are welcome. Details from R. Smith, 54 Buccleuch St., Kettering NN16 5EE.

HMS Penelope Asso.: held their seventh annual reunion in Blackpool in Feb. at which more than 100 members attended. At the memorial service a book of remembrance containing the names of the 438 men who were lost during 1939-44 was dedicated and placed in the parish church. Those who served in her from 1939-44 and 1993-91 and relatives of those shipmates who died are invited to join the association. Details from Harry Pugh (1944), 95 Chapel Rd., Chapelton, Sheffield S30 4SS or Michael Bee (1978), 1 Oadellows St., Mirefield WF14 9AB.

HMS Eaglet: is being granted the Freedom of the City of Liverpool on May 2 and any ex-members of the division who would like to attend should contact POMEM P. Hedgecock, Ramillies, 14 Park St., Bootle, Merseyside (tel. 051 933 2466).

HM ships Manners, Aylmer, Bligh, Calder and Bentinck (plus 82, 5th and 21st EGs): will meet at Holyhead on May 25 for a return voyage across the Irish Sea for memorial and wreath-laying ceremonies commemorating the torpedoing by U-1051. Details, enclosing s.a.e., from Nev. Sir David Gibson, St. Theresa's Court, 138 Raglan Rd., Devonport PL1 4NQ.

HMS Mermel (5th and 12th Escort Group): A reunion dinner will be held in the WO's and CPO's mess, HMS Daedalus on July 24. All members, old and new, are welcome. Details from J. Anderson, 25 Springwood Rd., Scawthorpe, Doncaster, S. Yorks. DN5 9HT (tel. 0302 784946).

Battle of the Atlantic/Atlantic Star Asso.: will hold a meeting and inaugural dinner in HMS Plymouth, Bikerhead, on May 28. It is hoped to form an association to renew acquaintances with those who served in Western Approaches Escort Forces and other participants in the Battle of the Atlantic. Send s.a.e. for details to Oliver Wright, 15 Boyne Hill Rd., Madderhead, Benfleet SS6 4HQ.

HMS Antelope: A reunion will be held at the Assembly Hall, Hereford Town Hall on May 22. Tickets will cost £7.50 per head.

Further details from Lieut. Bob Hutton, Wandsworth, HMS Cochrane, Rosyth, Fife, KY11 2XA.

HMS Eagle Survivors 1942 Asso.: annual reunion will be held at the Royal Sailors Home Club, Portsmouth on May 27-30 and would like former shipmates to join them. Details from A. Alsop, 32 Belfield Ave., Hull HU8 9DT (tel. 0482 781471).

846 NAS: The 50th anniversary celebration planned for April 1 has been postponed until September because of the Squadron's operational commitments in the Adriatic. Further details to be published later.

HMS Barges (K347): The second reunion will be held in Great Malvern on June 4-5 to commemorate the 50th anniversary of the ship's commissioning in the USA. All former shipmates are invited to attend. Details from Dennis Benson, 313 Divy Rd., Bucknell, Stoke-on-Trent ST2 0BJ (tel. 0782 281 872).

Saint Barbara Asso.: will hold their annual dinner in HMS Dryad on May 28. Details from The Secretary, Saint Barbara Association, HMS Dryad, Southwick, Fareham PO17 6EJ (tel. 0705 210522 ext. 4356).

Bounty Boys Asso.: AGM will be held at The Royal Sailors Home Club, Portsmouth on April 17-18. Details from Jack Brown, 115 Everleigh Rd., London W11 5UJ (tel. 071 228 7237).

North Russia Club: will hold their next reunion in HMS Nelson on May 22. Details from Mervyn Williams, 87 Olive Rd., Colford, Southampton SO1 6FT (tel. 0703 775875).

12 Recruitment, Hawke Division, HMS Ganges (1969): Any members of the above-mentioned intake interested in a reunion in Aug. should contact POSEA Bowles, Naval Stores Office, HMS Dolphin, ext. 41175, by the end of June.

HMS Gravelines (1945-52): The first reunion will be held in Plymouth on May 8. Details from Ray Whittington, 102A Victoria Ave., Newport, Gwent NP9 8GG (tel. 0633 221688) or Bill Campbell, 45 Findon Gardens, Belfast BT9 9QL (tel. 0232 627754).

HMS Cleopatra (1970-73): Members of 3E or 3F Mess are invited to an informal get-together in Liverpool during the Battle of the Atlantic weekend at the end of May. Anyone interested contact Phil Symes on 0625 573614 or 0625 837722.

HMS Constance Asso.: will hold their next reunion at RNA Leamington Spa on June 12. Details from S. R. Harding, 20 Deepwater Rd., Canvey Island, Essex S58 0LA (tel. 0268 694 619).

HMS Oracle: A dinner and dance to mark the decommissioning of HMS Oracle will be held at the Golden Lion Hotel, Stirling on July 3. Applications for tickets, priced £20 per head, will close on May 31 (numbers are limited to one double ticket per ex-Oracle). For details send s.a.e. to First Lieutenant, HMS Oracle, BFPO 353.

HMS Sweetbriar Reunion Asso.: will hold its 25th annual reunion at the Balmoral Hotel, Bournemouth on April 23-25. Details from R. A. Jannaway, 18 Churchfields Twyford, Winchester, Hants. (tel. 0962 713776).

HMS Bullen: The 5th annual reunion will take place at St. Edmund's Hotel, Gorleston, Great Yarmouth on April 24. All those not already in touch, including shipmates of HMS Goodhart, contact C. W. Biberstone, 31 Sands Lane, Oulton Broad, Lowestoft NR32 3ER (tel. 0502 561130).

HMS Edinburgh Survivors Asso.: will hold their 51st anniversary remembrance service and reunion dinner in Plymouth on May 2. Details from A. W. R. Start, 5 Green Park Rd., Plymouth PL9 9HT (tel. 0752 404525).

HMS Hood Asso.: will hold their next reunion at The Royal Sailors Home Club, Portsmouth on May 29. Details from J. R. Williams, 14 Elizabeth Rd., Stubbington, Fareham PO14 2NF (tel. 0329 667983).

HMS Benham Survivors Asso.: will hold their 37th reunion dinner at The Royal Sailors Home Club, Portsmouth on May 22. Details from Percy Cullum, 41 Roedean Rd., Worthing BN13 2BT (tel. 0903 263350).

HMS Osme: will hold their thanksgiving and reading of their emsign ceremonial at St John's Parish Church, Bromsgrove on May 22. Details from R. Coulson (tel. 0772 622223).

Blue Jackets Band, Portsmouth (1957-58): A. R. Frost, 50 Manor Wood Rd., Purley, Surrey CR8 4LE (tel. 081-660 0126) would like to hear from any members, in particular Dickie Budd and Brian Smith, with view to a reunion. He would also appreciate any photographs of the band.

Archangel 1944: Roger Cole, Hakelord Farm, Chatham, Barnstable EX32 7LB (tel. 0271 850222) would like to hear from radio operator Ronnie Cockcroft.

Boon Defence Ratings: Alf Mumberson (tel. 0202 360378) and Lance Hollingsworth (tel. 0723 369798) would like to hear from 'Old Boomers' interested in attending a 'Boomers' convention.

HMS Raleigh Cross Country Team, 1948: Les Newman, 3 Coppice Rd., Whitnash, Leamington Spa CV31 2JE (tel. 0926 831599) would like to hear from team members.

HMS Phoebe (1940-42): Eric Morris, 12 St. Saviour's Rd., Totland Bay, Isle of Wight PO39 0EZ (tel. 0983 753147) would like to hear from former shipmates.

HMS Enterprise: R. Hill, 39 Oliver Whilly Rd., Chichester, West Sussex PO19 3LL would like to hear from members of the HMS Enterprise Association — they recently held a reunion at Oxford RNA.

Palestine Police Old Comrades Asso.: Any ex-RN personnel who joined the Palestine Police are invited to join the association. Details from Bill Anderson, 19 Priestley Rd., Mitcham, Surrey CR4 2LL (tel. 081-648 8324).

HMS Tiger (Malta): Mr. and Mrs. R. Houghton, Little John Tavern, 184 Laver St., Bolton BL3 5NY would like to hear from Johnnie 'Bungy' Williams who was their best man, with a view to inviting him to their 35th wedding anniversary.

HMS Ganges, 1946: Mike Draper, 2 Dorry Way, Peel Common, Gosport PO13 9RF (tel. 0209 825877) would like to hear from classmates who joined Shotley as Boy Seaman on Jan. 15, 1946, with view to holding a 50th anniversary reunion.

HMS Ravens or 8th MSF: John Newton of New Zealand will be visiting the UK in May for the reunion of the Alpines Association and would like to meet former shipmates. Contact: Jack Williams, 355 Lytham Rd., Blackpool FY4 1EB (tel. 0253 44157).

HMS Serene (1944-47): Derek Jones, Pen-Y-Darren, Cwmystylog, Aberystwyth, Dyfed SY23 3JE, would like to hear from shipmates who served with his father David Wynne Jones, in particular R. A. Deakin and D. Nathan (or Nathan) who were photographed with his father in Skagness in Feb. 1945.

HMS Uster (D83), Plymouth Local Flotilla (1956-52): Terry Cooper, Tara, 28 Hoggrove Lane South, Malton Rd., York YO3 5TG (tel. 0904 425883) would like to hear from ex-communications ratings (including radio mechs.) with view to a reunion.

HMS Leopard, Tristan da Cunha (1961-62): Dudley Johnson, 11 Mead Pastures, Woodham Walter, Malden, Essex CM9 6PY (tel. 0245 222814) would like to hear from former shipmates, in particular Bob Johnson and Lionel Deternant or any members of the rugby team. He would also be interested in attending any reunion which may be arranged.

HM ships Impulsive and Bournemouth Queen (1942): J. R. Dickenson, 92 Kipton Cottages, Weasenham St. Peter, Kings Lynn, Norfolk PE32 2SZ would like to hear from shipmates who served with his father, in particular Bill Mainwaring, from Hull, and George Hunter, from Maidenhead.

HMS Argonaut (1969-72): H. F. Best, 190 St. David's Rd., Leyland, Lancs PR5 20Y (tel. 0772 422277) would like to hear from any ex-engineering branch members.

HM ships Diamond (1961-63), Plymouth (1963-64) and Dampier (1965-66): Ex-AB Ray Levers, 3 Dovedale Ave., Long Eaton, Nottingham NG10 3HP (tel. 0602 736456) would like to hear from former shipmates, in particular Derek Beaumont and Fred Ross.

HM ships Escalibur, Imperious, Sirius and Ben Lomond and HMTS Narvik: Terry Crowther, 125A Shardsloes Rd., New Cross, London SE14 6RU would like to hear from former stoker Terry Bissell, last known address Rawcliffe, Nr. Gooch, Humberside.

Calling Old Shipmates

HMS Towy, B3 Group: Former shipmates are invited to attend a meeting in Liverpool on May 28. Those interested contact J. E. Moss, 13 Thames Dr., Melton Mowbray LE13 0GS (tel. 0664 69617).

HM ships Tetcott (1942-45) and Rawee (1945-46): W. M. Hawksworth, 3 Riddings Court, Morris Park, Hartford, Cheshire CW8 1SB (tel. 0506 871159) would like to hear from former engine room staff, in particular L. Dumper, Jack Brown-Cassey and Lieut. Bill Smith.

HMS Newfoundland Asso.: will be commemorating the 50th anniversary of the Sicilian Landings in 1943. Any former shipmates who served between 1942-59 should contact Mr. T. R. Roxby, 8 Lindale Close, Buglawton, Congleton, Cheshire CW12 2DG (tel. 0260 279819).

HMS Hound (1942-44): Cyril (Bungy) Williams, 24 Barrylands, Shalford, Braintree, Essex CM7 5HU (tel. 0371 850806) or Alpines Association on 0202 875707) would like to hear from former shipmates, in particular Alf Kay, Doc Bardsley, Jennings, Muir and Lieut. Bill.

HM ships Cardigan Bay (1949-52) and Warrior (1954): Mr. D. Whittingham, 296 Leeds Rd., Wakefield, West Yorks WF1 2HY (tel. 024 368493) would like to hear from former shipmates.

HMS Striker and Med. Fleet Amphibious Warfare Squadron (1952-53): Eric (Ted) Lines, 19 Well St., Forster, New South Wales, Australia 2428 would like to hear from former shipmates.

Probationary Writers, Duncan and Blake Class, May 1933: F. W. Sadler, Hoe-Met, 10 Barford Grove, Charlton Kings, Cheltenham GL53 9JE would like to hear from former shipmates, in particular Chipperfield, Hendry, Hopkins, Treagus, Weeks and Widing.

HM ships Matapan (1972-73) and Ark Royal (1974-76): Trevor Hutton (also known as Jan or Betty), c/o SR's Mess, HMS Osprey, Portland (ext. 3600 days, 2007 eyes.) would like to hear from Buck Taylor, of HMS Matapan, and former shipmates of HMS Ark Royal, in particular Tony Argent, Russel (Lovey) Loveless, Frank Worthington, Richard (Taff) Phillips, Martin Gower, George Dickie and Barry (Jed) Stone.

HMS Hermes: W. D. Ebbitt, 26 Michaelson Ave., Torrishome, Morecambe, Lancs. (tel. 0524 420211) would like to hear from E. V. Harris, last known serving in HMS Hermes.

Artificer Apprentices, HMS Flagard Jan. 1948: Former art artificer apprentices Bryan

Cox, Levill Green, Robert Prior, Tony Lamplough, Steve Richmond and Derek Whorley are asked to contact Chris Lepper, "Anthon's", Horton, Chipping Sodbury, Avon BS17 6QT (tel. 0454 314978) with view to a reunion in May.

HMS Eagle (1967-69): Former members of SNAI Mess or any RP ratings interested in a reunion should contact Rex Ingram, 5A Overbury Rd., Northfield, Birmingham B31 2HF (tel. 021 475 1512).

HMV Aviator: F. W. Smith, 19 Guardian Court, Most Lane, Yardley, Birmingham B26 1TW would like to hear from former shipmates.

St. Mervyn (1948-50): Tommie Thomas, 22 Church St., Mevagissey, St. Austell, Cornwall PL26 6SP (tel. 0726 842870) would like to hear from former shipmates, in particular Nancy Boye, Bill Ham, Ricky Richardson and Dave Read.

HMS Onslaught (March 1944): Capt. Freiherr Von Forstner, 2300 Keil-Moikstrasse 80, Germany would like to hear from shipmates, and in particular the commanding officer of HMS Onslaught which sunk U-472 off Bear Island on March 4, 1944. This former submariner is now 80 years of age and would very much like to meet up with these shipmates again (Onslaught returned to pick up survivors of U-472).

HMS Ganges, 54 Class, 30 Mess, Bembow Division (1935-36) and HMS Repulse (1936-38) and HMS Matabelo: F. Aindow, Apartment 903, Punta Azul, Puntillo del Sol, La Matanza, Tenerife, Canary Islands would like to hear from former shipmates.

Nottingham Class, Portsmouth 1940: A. T. Wood, 8 Hended Way, Abingdon, Oxon OX14 2AN would like to hear from former shipmates, in particular Burroughs, Carr, Tiley, Wade, Whitcombe and Wilkins.

RNO Shanghai: Jack Clarke, 67 Hayes Dr., Rainham, Essex RM13 7EL would like to hear from former shipmates, in particular ex-Tel D. Simmons and ex-LWTRP J. Marsh.

HMS Badsworth (1941-42): All former shipmates are invited to join the 1st Destroyer Flotilla. Details from W. F. Richards, 2 St. Mary's Rd., Newquay, Cornwall TR7 1JU (tel. 0637 878116).

HMS Dairy Families Asso.: held its inaugural meeting in Portsmouth in Feb. Membership is open to all who served in the Dairy, their wives, widows and families. Anyone wishing to join should send a s.a.e. to Peter Hillman, 21 Lincoln Ave., Rose Green, Bognor Regis, W. Sussex PO21 3EJ (tel. 0243 265901).

FIFTY YEARS ON

A LOOKBACK at the wartime operations of the Royal Navy half a century ago this month.

In April the advent of more escort groups, very long range patrol aircraft, escort carriers and new equipment finally turned the tide in the Battle of the Atlantic.

Although during the month over 90 U-boats sailed to attack the convoys, they sank only half the number of ships that were lost in March and, including those sunk by our allies, 15 U-boats were lost.

The war in North Africa was drawing to a close and light forces from Malta and Bone were active in preventing reinforcement and, later, in evacuation of troops.

- Principal events included:
- 1: HM ships Black Swan and Stonecrop sink U-124 off Oporto.
 - 2: RAF Hudsons sink U-187 off Canary Islands. U-635 sunk while attacking Convoy HQ231, possibly by HMS Tay.
 - 3: RAF Liberator sink U-632 (Convoy HQ231).
 - 4: HMS Tuna sink U-644 off Jan Mayen Island.
 - 5: HMNZS Maa sunk by Japanese aircraft off Tulagi, Solomon Islands.
 - 6: RAF Wellington sink U-376 in Bay of Biscay. HMS Adventure (mine-layer) intercepted homebound German blockade runner Svalpans off Cape Finisterre. Ship was scuttled by crew.
 - 7: HMS Beverley sunk by U-188 SW of Iceland.

- 8: HM Norwegian ship Eskdale sunk by German E-boats off Lizard Head.
- 9: HM ships Paladin and Pakenham engaged two Italian torpedo boats off Marettimo — one sunk, the other damaged. Pakenham was damaged and taken in tow by Paladin. After an attack at daylight Pakenham had to be sunk by Paladin.
- 10: HM submarine P615, requisitioned white building for the Turkish Navy, sunk by U-123 off Freetown. HM submarine Regent believed sunk by mine in Southern Adriatic.
- 11: HM submarine Splendid depth charged by German (ex-Greek) destroyer Hermes off Naples and forced to surface — scuttled by crew.
- 12: HMS Hesperus sink U-191 in North Atlantic, the first sinking by Hedgehog, new ahead throwing weapon. RAF Liberator sink U-189 south of Iceland. RAF Hudson sink U-602 off Algeria.
- 13: RAF Fortress sink U-750 South of Iceland. HM submarine Sahib sunk by Italian corvettes north of Cape Misato (this was the third RN submarine loss in the Mediterranean in a week).
- 14: HMS Pathfinder and aircraft of 811 Sqn (HMS Blar) sink U-203 in North Atlantic.
- 15: HM submarine Unshaken sink Italian torpedo boat off Orontus.
- 16: RAAF Liberator sink U-332 off Cape Orontus.
- 17: RAAF Hampden sink U-227 north of the Shetlands. Body of "The man who never was", Major Martin P.M., put ashore off Huelva, Spain, from HM submarine Seragh, with false documents. Italian destroyer Leone Pancaldi, sunk in an attack on Augusta in July 1940 but subsequently salvaged, sunk again in an attack off Cape Bon, together with destroyer Lampo. German destroyer Hermes (see April 21) damaged and towed into Bizerta, later sunk in an attack.

Taken from The Royal Navy Day by Day.

GOLDEN AGE OF ROLLS-ROYCE



FIFTY years ago this month the Rolls-Royce factory at Crewe adopted HMT Rolls-Royce — destined to become the champion trawler mine-sweeper of all time.

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There is no record of his having asked permission and it is unlikely that it would have been granted — but after she was commis-

sioned by the Royal Navy in 1940 she quickly established a reputation for excellence with which the famous firm could easily identify. In the last years of the war its Welfare Committee would be generous with its support.

On Christmas Eve 1941 she became the first minesweeping trawler in history to score a century. She was also credited with shooting down an enemy aircraft.

From this picture she may have made the African Queen look like the Queen Mary — but by July 23, 1945 the BBC was able to report her lifting of a record 197 ground mines.

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Sailor honoured by Kent shipmates

News in brief

AFTER an interval of almost 52 years a young sailor from Sandwich now has his name inscribed on the town's War Memorial.

BRANCH NEWS

Leon Claringbold died when HMS Hood was sunk by the Bismarck, in May 1941, and although his name is on the Royal Navy's war memorial in Southsea, his brother, sister and relatives always wanted to have his name honoured on Sandwich war memorial.

The family asked Jim Cummings of the Royal British Legion to help and in no time, the £600 necessary for a plaque was raised, £100 of which was donated by Sandwich.

The plaque was dedicated at a service attended by members of Sandwich branch and other ex-service organisations and an anchor wreath was laid on behalf of the RNA by shipmate Rick Ashby, chairman No. 2 Area.

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They turned up in strength (almost 200 delegates and observers) for No. 10 Area conference and annual general meeting, hosted by Trafford (Manchester) and attended by the General Secretary Capt. Jim Rayner. The following shipmates were elected to the Area Committee — G. Jones (Liverpool), vice-chairman, C. Hutton (Trafford), secretary, and shipmates F. Caunter (Kirby), K. Melville (Trafford) and



SHIPMATE Fred Jenkins has done it again! He's scooped Cardiff's top honour by being named Shipmate of the Year for the second time and was presented with the Joan Davies Shield by the Lord Mayor of Cardiff Cllr. Derek Allinson.

Pictured at the award ceremony are, from left, branch chairman Lofty Cobbold, Lady Mayoress Elaine Allinson, Shipmate Tom Davies, national chairman, Shipmate Fred Jenkins and Cllr. Derek Allinson.

G. Johnson (Ramsey).

Due to the retirement of Shipmate John Thomson, treasurer for the past 10 years, Shipmate Harry Hindley, of Wallasey, was elected area treasurer. Shipmate Thomson will continue as area welfare officer. A raffle organised by the ladies of Trafford branch, raised £193 for the Rainbow Family Trust, a hospice for terminally sick children, in Manchester.

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The Crossroads Motel, was the venue for Redruth and Camborne annual dinner which

was attended by 100 shipmates and guests, including members and their wives of the WOs' and CPOs' Mess, HMS Culdrose. To each member of the branch who donated a prize for the raffle, a big "thank you" for making the evening such a great success.

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There was a surprise in store for Shipmate Barry Hood, treasurer of Stoke on Trent, when he attended the wedding of his "oppo's" daughter in South Africa. To his delight, his "oppo" Jock King, arranged a

Picture: Doug Conquer

get-together of old shipmates from the Slangkop W/T days (1957-59), which led to a great "lamp swinging" session. Shipmate Hood's last trip to South Africa was as a Radio Supervisor in HMS Lynx, the last RN ship to serve on the South Atlantic and South American station (1965-67). He now wishes to get in touch with more of his old shipmates, who can contact him on 0538-385997.

□ □ □

Members of Wallasey hold their ladies section in high regard, and with very good reason. In the last two years their

hard work and fund-raising activities realised over £2,000 in donations towards club facilities. At their recent annual social, which was attended by 90 shipmates and their wives, they handed over a further £1,400.

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At Chingford and Waltham Forest annual general meeting, the committee, with one exception, were re-elected. Notice of retirement was accepted from Shipmate Kathy Forrester, the minutes secretary, who was replaced by Shipmate Mike Weston. A vote of thanks was passed to Shipmate Forrester for her valuable work over many years.

With membership now topping 140, the chairman reported a very successful year. There were visits to other branches, dances at the Carlton Club, social evenings and other events. The branch raised the grand total of £3,000 for the Poppy Day Appeal, credit going to eight shipmates and their wives who raised almost £2,527 of the total. Praise, too, for Shipmate John Newsome, for his work with TS Acorn and for Shipmate Len Thirkettle's grand job with the band of TS Quail.

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The 40th birthday of Stockton-on-Tees, which coincided with the laying-up of the Middlesbrough standard, was marked with a parade of 300 shipmates through the town, displaying 33 standards. Some days later the branch held a dinner-dance which attracted over 200 shipmates and friends from all parts of the country. While Redcar is a younger branch its 25th birthday was celebrated in similar fashion with a dinner-dance, greatly enjoyed by shipmates and friends.

THE committee of Morecambe and Heysham invite those planning a reunion to consider their Commodore Club. The club offers a private room and seating for 50-plus. For details contact The Secretary, Commodore Club, 131 Heysham Road, Morecambe, Lancs. LA3 1ED.

A successful year was reported at Yeovil AGM. The committee was re-elected and a donation of £250 was made to local and naval charities.

There was a good attendance at Torregside AGM — Doug Horsman was elected vice-chairman and social secretary and the other officers were also re-elected.

Fellow shipmates of Rhyl offer congratulations to Shipmate Frank Tombs on being informed that he has been awarded the Malta George Cross 50th anniversary medal.

All praise to Ron Hughes of Bacton, Stowmarket, Suffolk from Shipmate Les Kennedy of Wivenhoe, Elmstead and District. Les was so pleased with a waterline model of his old ship, HMS Wizard, he has ordered another from Mr Hughes.

WEAR BRANCH MOURNS

MEMBER of the Standing Orders Committee, Shipmate George Bell, who died on Christmas Eve, will be sadly missed by fellow shipmates of Wear and his many friends in No. 11 Area, where he was former chairman.

George was remarkable for the pleasant way in which he dealt with everyone and his courtesy and kindness made light of the hard work he put in for the association. To his widow, Viv, goes the sympathy of all who knew him.

Charity date for eight in Worksop



THOUGH a relatively small branch, Worksop have raised the grand total of £1,113.50 over the past 12 months, £800 of which was raised during RNA Flag Day held at the town's Tesco supermarket.

The eight local charities which benefited from the branch's hard work received their

cheques from Bassetlaw District Council Chairman Doris Webster (seated centre) who made the presentations on behalf of the branch.

Representing Worksop were Don Foreman, with standard, Jeff Collins (left) and Bill Parnham (right).

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The last O-boat in London

HMS ORACLE'S formal visit to the Port of London was the last occasion on which an Oberon-class submarine will be in the capital as the last of these very successful diesel-electric craft disappear from Royal Navy service.

After a six-hour passage up the Thames, Oracle berthed in the newly-developed area of East India Dock — a welcome break for the ship's company following the submarine's recent participation in Joint Maritime Course 931 exercises.

Activities arranged included visits to the House of Parliament, a local brewery and the Metropolitan Police Driving School.

Photograph, right — HMS Oracle comes alongside at East India Dock in London's newly-developed Docklands.



Oracle, currently based at Clyde Submarine Base, Faslane, sees her long career coming to an end in July when she will be de-commissioning and put up for disposal.



During the London visit there was also the chance to renew Oracle's strong affiliation with the people of Kingston-upon-Thames, the highlight being a visit to the children's wards at Kingston General Hospital, where many new friendships were struck up. Commanding Officer, Lieut.-Cdr. Ian Corder presented a cheque for £1000 to the wards, money raised onboard by raffles, prize draws and donations.

Photo, above — POMEM(M) finds a new friend in Daniel Cronin, in the Children's Ward at Kingston General Hospital.

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- Arabian Dhow -

Saudi Arabia's traditional form of coastal fishing vessel, the Dhow, is still as evident in the clear, warm seas as the participants in such modern water sports as wind-surfing and scuba diving.

Much more than a kingdom of abundant marine wildlife, hauntingly beautiful deserts and intriguing ecological diversity, Saudi Arabia is one of the most powerful nations in the Middle East and has long been a political, moral and economic power in the councils of the world.

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Hot shots



Above: The Royal Navy Bobsleigh Team in La Plagne, France, for the Fosters Inter-Service Championships. The venue was also used for the 1992 Winter Olympics.

Far left: The Navy No. 1 bobs, driven by Cpl. Craig Elliott and his brakeman NA Lee Wafford, at the top of the gruelling La Plagne track. It features 19 violent curves, around some of which the men are subjected to four times their own weight by the acceleration forces.

LIFT FOR AIRMEN

VICE-ADMIRAL Colin Cooke-Priest FONA (4th from left), presents the Danair Cup for the Inter-Command Ski Championship to Lieut.-Cdr. John Toon, captain of the Naval Air Command team.

It was a great year for Naval Air skiers — between them they brought back no fewer than 15 trophies and awards from Orcieres Merlette in the French Alps.

Seen below is the vehicle provided for the team courtesy of NATO Cars of Bridgwater and Audi GB. Many thanks to them. Standing in front are Lieut. Arthur Mitchell, AEM Mick Crockart, Mr. Gary Todd (NATO Cars), FONA, Lieut.-Cdr. Toon, Mr. David Greenwood (Audi GB), Sub-Lieut. Kevin Lilburn and CPO Nick Griffin.

Bobsleigh heroics

WHILE the Inter-Services bobsleigh trophy may have been beyond the reach of the Royal Navy team, another cup was proudly delivered into the hands of RN team manager Lieut. Brian "Grassy" Meadows by the Chairman of the Combined Services Winter Sports Association, the Second Sea Lord Admiral Sir Michael Livesay — see picture above right.

Grassy received the Chairman's Trophy partly in recognition of his (major) role in saving the life of a fellow bobsleighter who had stopped breathing following an horrendous crash. Grassy was first at the scene and promptly resuscitated the injured driver.

The award also reflects Grassy's efforts in maintaining team morale and competitive-

ness. He has been team manager for the past two years.

Eleven teams took part in this year's Inter-Service at La Plagne in the Haute Savoie region of France. Not the prettiest of resorts, it boasts, however, miles of open pistes and one of the newest and most demanding bobsleigh tracks in the world.

The track is 1900m long, has 19 violent curves and allows bobs to reach speeds of 120kph. Best of the Navy team, which was sponsored by Trafalgar House, were PO Chris McCulloch and Mne Ray Clark, who finished sixth overall. And congratulations to Cpl Craig Elliott and NA Lee Wafford, who won the trophy for the fastest run down the course.



MAC team members out of shot — away at the Tri-Service Championships — were Lieut. Nick Brewer and Sub-Lieuts. Rob Moir and Jeff Chast.



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THREE novices — Lieut. Jamie Summers, LWEM(R), Paul Reidy and LWEA(WD) Neil Curtis — began their Cresta careers under the watchful eyes of team captain Lieut. Tim Dathan and Lieut. Phil Ireland.

Novices start riding Cresta from half-way and it usually takes them a season or two to progress to the full run, but the excellence of Navy coaching saw all three ride from the top in less than a week.

Ireland could only stay a week himself, but was replaced by last year's novices Lieuts. Andy Mills and John Lewis and LCpl. Dave Wiltshire and by veteran Cresta campaigner Lieut.-Cdr. Ian Whitehorn.

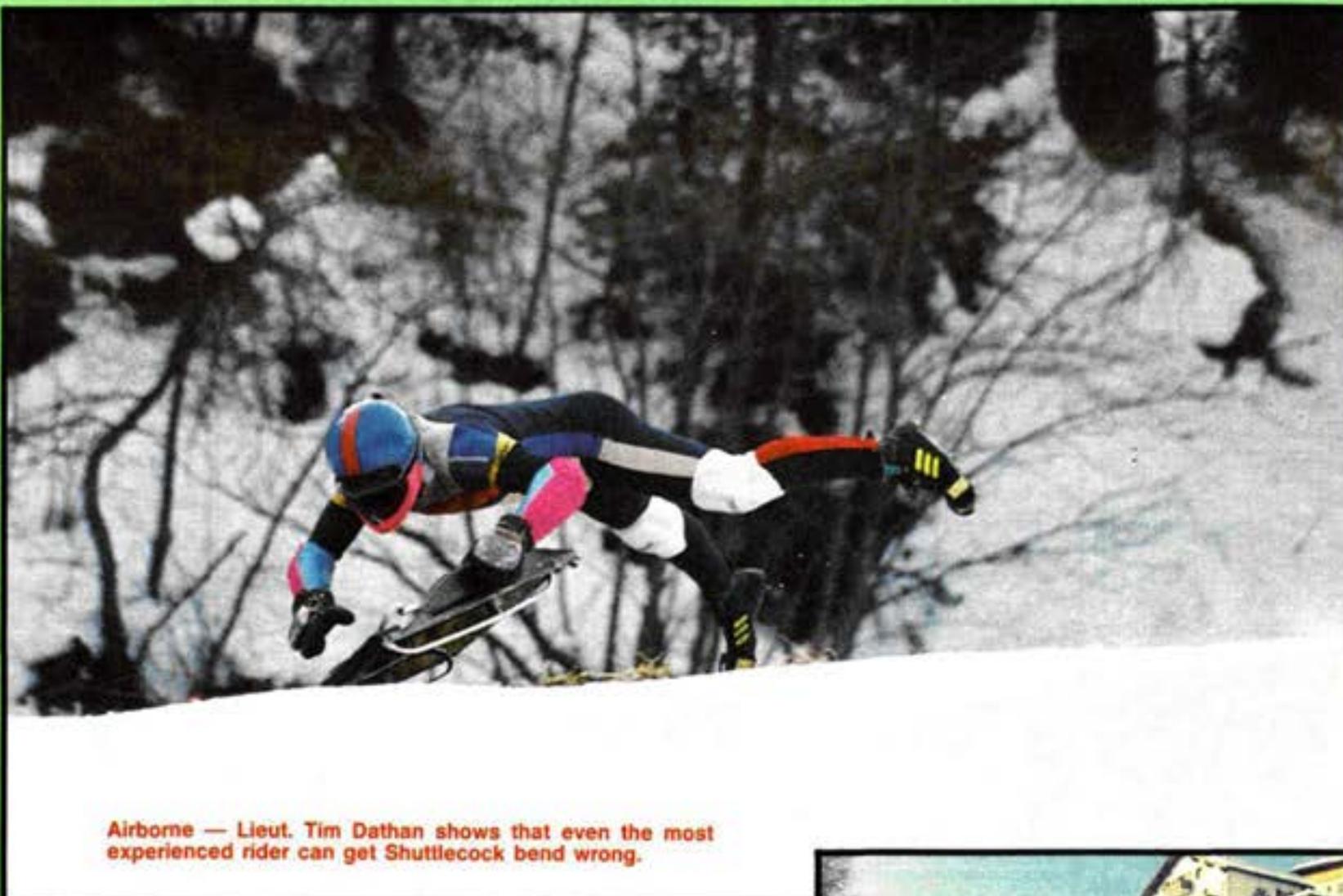
The Cresta is a man-made ice-run nearly a mile long and in places as steep as 1:2. It has several sharp turns designed to remove the rider from the course if he gets it wrong.

In the run up to the Inter-Service competition the Navy team proved a strong contender, despite the relative inexperience of its members. Dathan finished second in the Harjes Cartier Silver Chip Competition.

By the day of the main race it was clear it was going to be close — but there was no contest in the best dressed stakes, the Navy resplendent in their "go faster" suits, kindly donated by their sponsors Save & Prosper, won outright.

Mills got the team off to a flying start on his first run, setting his best ever time and the second fastest run of the day. In the second run he got Shuttlecock wrong, crashed and so was out of the event. Despite a brave effort from the rest of the team the Navy had to settle for third place, just 8 hundredths of a second behind the Army.

But success came the Navy's way in the reserve race. Lewis knocked two seconds off his best ever time to win the Harland Trophy.



Airborne — Lieut. Tim Dathan shows that even the most experienced rider can get Shuttlecock bend wrong.

Orcieres is a hit

ORCIERES Merlette in France was the venue for the 1993 Royal Navy Ski Championship, which saw the largest entry since records began — over 400 individuals representing establishments around the UK, HQ Allied (NATO) Forces in Naples, HMS Rooke, Gibraltar, and ships worldwide.

The first week of the Championships was aimed at skiers of all abilities, the highlight being the novice downhill slalom. This year's winners were Sgt Kevin Sellar, who finished in 25.89 secs and, for the women, Sub-Lieut. Susie Hamilton, whose time was 29.11. Each won a new pair of skis.

During the second week the Command competitions were held and the RN men's and women's ski teams arrived to train for the Combined Services Championships at Altenmarkt in Austria.

Week 2 results: Major ships (giant slalom): 1, Heron A; 2, CTCRM; 3, Centurion. Minor ships (GS): 1, 814 NAS; 2, RM Plymouth. Inter-Command (GS): 1, RM; 2, NAC; 3, Fleet. Command team slalom: 1, NAC; 2, RM; 3, Portsmouth. Super Giant Slalom: 1, NAC; 2, RM; 3, Fleet. Combined result: 1, NAC; 2, RM; 3, Portsmouth. Individual: 1, Sub-Lieut. Rob Moir; 2, Cpl. Ross Barbour; 3, Sub-Lieut. Jeff Choat.

Orcieres Merlette had not been tried before as a venue for the event and Lieut. Neil Riches, the man who "found" the

resort breathed a big sigh of relief after the Championships.

Poor snowfalls had marred the two previous seasons at Boreges in the Pyrenees and it was felt somewhere new should be tried. Orcieres just fitted the bill — it had everything: snow, bars, discos and sports facilities all at a reasonable price. Indeed, towards the end of the first week it was the only resort in the area with a good covering of snow!

● Thanks to sponsors Land Rover and Kings Ski Club.

Royal Navy skiers put their hearts into the racing at Altenmarkt, but on the whole found the opposition just too strong, although the RN women in fact had their best individual and team results in three years.

RN(W) finished a convincing second in the team giant slalom behind the RAF(W) and were narrowly pushed into third place overall by the Army(W).

POWren Carol Strong won the ladies slalom and came third and fourth respectively in the giant slalom and Super G. She achieved a combined placing of third overall.

Lieut. Viv Price took second

in the giant slalom and was third in the Super G.

● The RN(W) ski team particularly wishes to thank Land Rover, Financial Times, RN(W) Sports Officer, the Sports Lottery, and HMS Raleigh Central Fund for sponsorship.

Four RN and five RM skiers made up the men's team, which was led by Capt. Keith Mills RM. The racing took place on a course used for world championship events and the men's section was dominated by the Italian Alpini team, with the Russian military in hot contention but usually having to settle for second.

The winner of the Royal Navy's own Alpine Ski Championship was Sub-Lieut. Rob Moir. He produced outstanding performances in the downhill and giant slalom, but came to grief in the slalom.

● The Combined Services Winter Sports Association thanks all sponsors — Portakabin, Courage, Smirnoff, Credit Lyonnais Rouse, Moët et Chandon, Land Rover and Motorola.

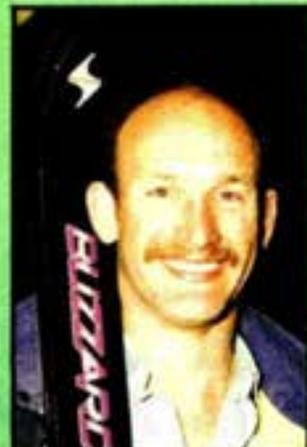
Right: Pictured with the top section of the run to the left above them is the RN Cresta squad. Back row: Lieut. Andy Mills, Lieut. John Lewis, LWEA Neil Curtis and Lieut.-Cdr. Ian Whitehorn. Front row: LCpl. Dave Wiltshire, Lieut. Tim Dathan, LWEM Paul Reidy and Lieut. Jamie Summers. To ride Cresta fast from the top in St Moritz to the bottom is the charming village of Cellerina demands a stout heart.



Below: The RN Women's Ski Team pictured in Altenmarkt with the Duchess of York, Patron of the Combined Services Winter Sports Association. The Duchess presented the prizes at the British Services International Ski Championships and thanked all the sponsors for making the event possible. On the left of the line-up is the RN(W) team trainer, Arthur Steiner.



For Sgt Kevin Sellar (right) there was victory in the novices event at Orcieres Merlette. He won a commemorative medal and a new pair of skis donated by Kings Ski Club, as well as taking the Midshipman James Trophy. Women's novice winner was Sub-Lieut. Susie Hamilton of RNEC Manadon (left), who was also presented with a pair of skis, again courtesy of Kings Ski Club.





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Golden oldies

THOUGH down several members on their full squad, the RN Masters Swim team demonstrated strength in depth at the Southern Counties Open Long Course Championships Palace.

They picked up two gold — Steve Thomas (30-34) 100m butterfly and Len Auditt (70-74) 50m butterfly — 8 silver and 19 bronze medals. Perhaps the best all round performance was that of Cdr. Ian Hughes (35-39), who picked up four individual bronze medals, plus two more in the relays.

RN relay teams came second in the over 240 year freestyle relay, and third in the over 200 freestyle, over 240 medley and over 200 medley relays. Alan Miles (65), a well known Midlands District Master making his debut for the RN team, swam in all four relays.

● Serving and former RN and RM personnel are eligible to swim for the RN Masters. More ladies in particular are needed. The Masters start age is 25. Any one interested should contact team manager Ron Kimber on 0329 281287.



WHAT A PERFORMANCE

A FOUL weather forecast of northerly gales, sleet and snow failed to deter 48 competitors and 12 Command teams — including two from Scotland — from making their way to BRNC Dartmouth for the 1993 Holt Cup Inter-Command High Performance Dinghy Championship, raced in Laser IIs and Bosons on the River Dart.

It was bitterly cold and in the blustery conditions few survived without testing the water temperature at first hand. Cap-sizes and gear failure were taken in their stride by CWren Rita Riach, the Navy sailing coach, who was in charge of shore support, and Lieut. Steve Hartley, the BRNC dinghy officer.

He and his team members, Lieuts. Jacko Jackson and Simon Lewis and Sub-Lieut. Nick Hurndal, were presented

with their prizes by Cdr. David Wines, Rear Commodore (Dinghies) RNSA.

□ □ □
The Royal Navy Fencing Championships, scheduled to take place on 7-9 May, have now been postponed one week until 14-16 May due to a Combined Services match. For further details and an entry form, contact Lt. Barry Cran at HMS Sultan.

□ □ □
Home side HMS Collingwood beat HMS Heron 60-29 in the final of the RN(W) Netball Navy Cup. It was an entertaining game watched by many. In the plate final HMS Drake beat HMS Warrior 45-42.

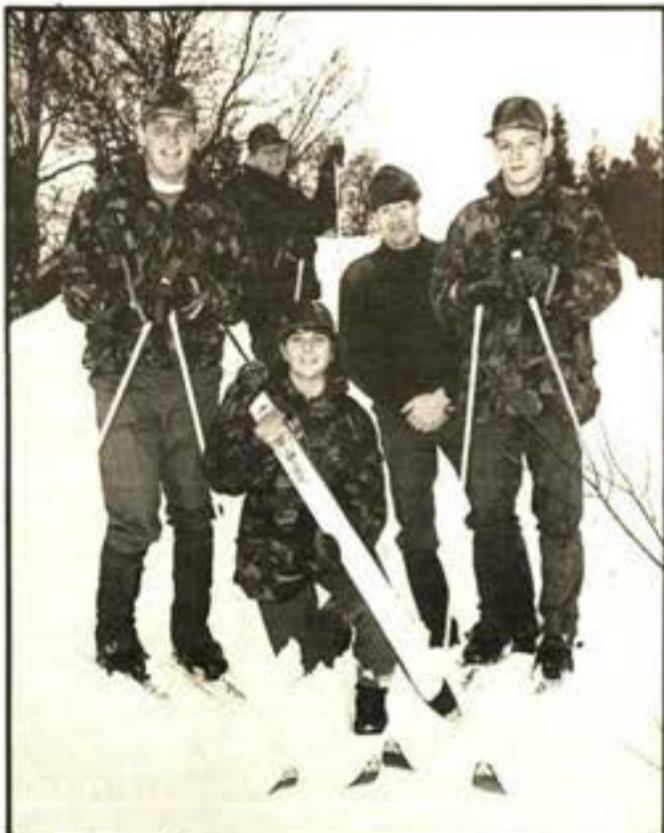
Race Officer Colin Cotton ran a textbook programme of 98 races over the two days. After an extremely close competition, the Portsmouth A team, captained by Lieut.-Cdr. Ben Falat (Navy team manager and event organiser), emerged victorious.

Outclassed at Twickers

MORE than 10,000 spectators, including Prince Edward, saw the Army romp to a 37-15 victory over the Royal Navy in the Inter-Services Rugby Championship at Twickenham.

The highly experienced Army pack were more mobile and proved to be the deciding factor, giving their teammates thinking time and room.

Sport



New Arctic foxes

DURING 40 Commando's winter deployment in northern Norway the Unit PT instructor, Sgt Ken Pearson, found time to introduce members of the Fourth Frigate Squadron to the delights of skiing on "pusser's planks".

The Squadron has a close affiliation with 40 Cdo and the lucky few selected for the 10 day visit were introduced to both downhill and cross country skiing.

quest by PCNN's Lisa Mortlock and Elaine Bates, augmentees to the 40 Cdo sickbay. Pictured (l-r) LSA Taff Elsted, Lisa, Elaine, Ken and WEM Tony Knowles.

See centre pages for report of the Norway deployment. They were joined in their

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RAF fights back to force draw

THE Royal Navy took the first step towards retaining their Inter Service title when they were held to a 2-2 draw in a competitive game played in a good spirit at RAF Cosford on March 9. The Navy established a 2-0 lead with 20 minutes remaining but the introduction of Cpl Tapp inspired the RAF to fight back and level the scores, writes *Lieut.-Cdr. Jim Danks*.

The RAF began the match with the wind behind them. With some neat passing they put the Navy defence under pressure, but POMEA Stuart Adams was well positioned to save confidently on three occasions. However, when Cpl Purnell combined well with Cpl Dunn, POMEA Steve Johnson was forced to make a desperate clearance for a corner.

Thwaites was providing much of the Navy's attacking drive but he was well policed by Cpl Gunn, who with several timely tackles, denied the Navy progress. The last chance of the first half fell to Cpl Dunn and half time was reached with the score 0-0. Riley and Johnson had been playing well at the back of the Navy defence with LAEM Chris Fairley who despite being laid up with the flu for three days, was playing well in support.

Within ten minutes of the restart the Navy took the lead. A long goal kick by Stuart Adams was headed on by Nick Haigh to Paul Benson who controlled the ball and coolly slotted it past Bonner in the RAF goal. This seemed to settle the Navy side and they had their best period of the game.

Determination

In the 65th minute Thwaites showed great determination in winning the ball from a group of players and passed to Benson. Despite being surrounded by three players, Benson chose to keep the ball and made enough room for himself to curl it past Bonner in the RAF goal. This seemed to settle the Navy side and they had their best period of the game.

Cpl Tapp came on as sub and the RAF changed their format and put the pressure on the Navy defence and he went close to reducing the lead but saw his shot go past Adams and the post much to the relief of the Navy supporters. But the RAF were not to be denied and following a good run by Danny MacDonald down the left, Dunn capped a fine performance by neatly scoring at the near post past a despairing dive by Adams.

It was Dunn again five minutes later who scored his second, the RAF equaliser when the Navy defence allowed him to shoot home from 15 yards.

In the frantic closing minutes, LPT Fraser Quirke, on his first appearance for the Navy, having replaced Haigh, was twice denied by Bonner who a minute later prevented Benson from completing his hat trick. At the other end, a fine throw by Gunn, whose long throws in had caused problems throughout the match, found Cpl Green in a good position but he could not direct his header on target and the ball went safely over the bar. There was just time for Thwaites to have one final attempt to win the match for the Navy but the ball was cleared and the final whistle was blown with the score 2-2.

Supporters

The non-stop action of the final 20 minutes kept both sets of supporters on the edge of their seats and the RAF's determined display coming from two goals behind, earned them a deserved draw although the

Royal Navy team will have been disappointed to concede two goals for only the second time this season.

After the match Air Marshall Sir Michael Simmons presented the Cassar Cup to POPT Steve Riley.

A week earlier the Royal Navy had welcomed the Isle of Wight FA Representative side to their first fixture at Burnaby Road in a match which helped the Navy finalise match preparations for their game against the RAF. It had also helped the Isle of Wight FA in their preparations for the Island Games to be played in the summer.

Knee injury

On a cold windy evening, the Navy had the better of the early exchanges as the Isle of Wight team settled down and after Johnson and Riley had gone close for the Navy, it was leading goal scorer Nigel Thwaites who put the Navy ahead with a fine shot across the keeper in the 38th minute. A minute later Martin Cunningham was forced to leave the field following a recurrence of a knee injury and he was replaced by Paul Gibbons.

The best chance for the Island side came in 40th minute when Stevens found Maskell on the edge of the area but his shot went into the side netting.

The Navy coach made four changes at the start of the second half, looking to give all the squad the chance to stake a place in the Inter Services side and both Paul Benson and Fraser Quirke went close to increasing the Navy lead.

Shaun North and Urry were prominent in attack for the Island side but it was the Navy who scored next. Thwaites took a free kick on the left and Benson shot home to make it 2-0. With five minutes remaining Fraser Quirke scored the third as the ball slipped away from John Simpkins in the Isle of Wight goal. This was a satisfactory final game for the Navy as they continued their unbeaten run for the season.

Brightly

The Navy entertained the Prison Service at Burnaby Road in their final match before playing the Army in the Inter Services Competition. The Navy began brightly on a firm pitch and Nigel Thwaites opened the scoring in the second minute with an explosive volley from the edge of the area which flew past Mick Gowan in the Prison goal.

Four minutes later they nearly increased their lead when Steve O'Neill with a defence-splitting pass found Thwaites wide on the left, who crossed the ball. But Fraser Quirke could not keep the ball down and it flew over the bar. The Prison response was not long in coming and Mick Ward equalised in the 10th minute.

Play flowed from end to end and it was no surprise when further goals came before half time. Quirke used his speed down the left and fired in a fierce shot which took a deflection past Gowan to make it 2-1 for the Navy and just before half time Carl Calvert levelled

the score with an excellent volley. The half time score of 2-2 reflected the enterprise of both teams and included two excellent goals.

Cpl Russ Wilson nearly marked his return to the side with a goal, but saw his shot which had beaten Gowan, cleared off the line. Quirke twice went close for the Navy after getting into good positions before Steve Riley put the Navy ahead 3-2 from the penalty spot after Russ Wilson had been tripped by Charlie Pawsey.

Gowan denied Quirke with a reflex save from a close range header and in the last minute Riley found Thwaites with a good through ball. Thwaites ran through to score his second and the Navy's fourth goal to complete a 4-2 victory. This win extended the Navy's unbeaten run for the season, a record which now reads 9 wins and 6 draws.

Texas bound

The Royal Navy Football Association (Youth) have experienced a good season, and having completed their fixtures presently occupy third place in the South West Counties league. The highlights of the competition were the excellent wins against Devon and Gloucester Youth respectively.

In a hard fought match at Aldershot on March 6 the RN Youth went down 2-1 to a strong Army team. The RN goal coming from AEM Stuart Brogan of HMS Heron late in the second half.

In early April the team will compete in the American Airlines Dallas Cup Youth Tournament in Texas.

FUN AND GAMES

THE termly games between Britannia Royal Naval College and the RN Engineering College at Manadon were held at Dartmouth and comprised rugby, football, hockey, netball, dinghy sailing, rowing, clay pigeon shoot, 22 shooting, volleyball, fencing, squash, golf and cross country matches.

Three hundred officers from the two training establishments took part. BRNC won by the narrowest of margins, turning the tables on the engineers, who had been victorious on the two previous occasions. Mrs Littlejohns, wife of Capt. Doug Littlejohns of RNEC Manadon, presented the winners with the Dartman Trophy.

Pictured right: BRNC's scrum half, Mid Mike Whitman, clears the ball from a ruck.

Clean sweep

LWRENQA Jane Domershuizen triumphed in the British Forces Naples Table Tennis Championships, winning both the singles and doubles trophies.

Jane was the only female of the eight Joint Service competitors and she dropped not a single game during the competition.



MARINE LEADS CS TO CROSS COUNTRY WIN

TWO Marines — Gary Gerrard (CTCRM) and Martin Cooper (Taunton) — were selected for the Combined Services team to run against the English Cross Country Union at Brickfields.

Gerrard led CS to their first victory over ECCU in a number of years. He had raced twice at Brickfields in the past two months, finishing second to Chris Robison in the Navy Championships and second to Cpl. Andy Neal RAF in the Inter-Service competition.

He was determined to do well in the latest race, having finished third in the same fix-

ture last year. He knew the opposition was strong — including Neal and Ian Archibald, who had beaten him in the Nationals by 12 seconds.

The race started at a fierce pace and after the first lap a group of five runners headed by Gerrard began to pull clear of the chasing bunch. Gerrard, followed by Neal and Archibald, opened up a slight gap on

the second lap.

They ran together with Gerrard in front for the next two laps and it was into the final lap before Archibald made his move, taking the lead with Gerrard and Neal in hot pursuit. Neal dropped off the pace half-way round the final lap but Gerrard held on.

With a mile to go Archibald kicked in and managed to get a 50m gap on Gerrard and this is how it stayed until the finish. Gerrard had to be content with another second place, although he'd run almost a minute faster than last time at Brickfields. His consolation was to beat the Inter Service champion and to lead the CS team to a good win.

Cooper finished 19th; a good performance in a quality field. He had missed the Navy Championships through injury but had had an excellent run in the Inter-Services to secure his place in the CS team. **Combined Services 14 points, ECCU 25.**

The ladies CS team did not have it so easy and were beaten quite comfortably by ECCU. RN representatives were Wren Emma Craig (Culdrose) and Wren Cheryl Wilkinson (Culdrose). Emma finished 8th and was the third CS runner home. Cheryl was 16th. Again this was a quality field so this was a creditable performance by Cheryl, winning her first Navy and CS colours. **ECCU 14 points, CS(W) 25.**



CONGRATULATIONS to Portsmouth Command's junior cross country team, Royal Navy champions. They finished on 21 points, beating Plymouth (60 pts) into second place. Navy Air finished third. Pictured is the Pompey squad. Standing (l-r) WEA Darren Murphy, MEA Martin Green and MEM Ian Wright. Below: MEA Dan Halsey, MEA Steve Wood and WEA Daniel Carter.





Zip goes the hole

LOOKING very smart in their newly acquired kit, generously donated by their sponsors — WA Consultants — the Royal Navy golf team gave a good account of themselves despite losing 6½ to 11½ to Cornwall, whose side contained a mixture of youth and experience, writes *Lieut.-Cdr. Roger Knight*.

Whilst the rest of the country was basking in warm sunshine, the weather at West Cornwall Golf Club, the venue for this year's fixture, was cloudy with a cold stiff breeze. Nevertheless, the Royal Navy who only had six of last year's Inter Services side available, coped well with a team which also included a blend of youth and experience.

In the Foursomes, the Navy's leading pair of CPO Pat Smith (Culdrose) and PO Steve Tinsley (Collingwood) never recovered from a bad start by losing the first three holes to the ex-Navy pairing of Peter Darlington and Malcolm Edmunds who were playing their own course. Edmunds, who still holds the record of having won the Navy Championship the most times (10), is the Cornwall County Captain.

In the second match, the RN captain, Lieut.-Cdr. Ian Yuill (CTCRM) and his partner MEM(M) Colin Wilson (Neptune) gained a valuable half and although the Navy lost the next two matches, Lieut.-Cdr. Darryl Whitehead (706 Sqn) and his partner LWTR Ian

Ashenden (Seahawk) won the fifth match and LPT Bill Stretton (Heron) and CPO Taff James (HMS Osprey) were successful in the last match. 3½-2½ down at lunch was a reasonable result and did not leave too big a mountain to climb for the Singles.

With the wind freshening and the temperature dropping, the Navy did not get off to too good a start, losing the first two matches. However, Tinsley did very well indeed to beat his man and gain a point especially as the next three Navy players all lost. Whitehead played well to beat his young opponent — a 14-year-old 4 handicapper! — by birdieing the 17th and LCpl Nigel Small (CTCRM) hung on tenaciously to win at the 17th as well. Ashenden played steadily and putted superbly to win 6/5 but three more matches lost meant the RN lost the Singles 8-4.

An unusual incident occurred in Wtr Euan Spratt's (Neptune) match. Playing in his first representative match and slightly rusty having not played whilst doing his initial training, Spratt found himself 4 down stood on the 12th tee. However, his par 5 from not a

very good lie off the tee was a determined effort and good enough to win the hole. Two excellent pars at the next two holes, saw him only one down playing the short 15th and although he hit a good tee shot and made a three, his opponent sank his birdie putt to go back to two up.

The 16th was halved and a delicate chip out of the rough to the right of the 17th green into 3ft was good enough to win the hole to go back to dormie one. Leaving his bag on the edge of the fairway, Spratt walked back to the 18th tee. Regrettably, whilst his drive was not all that good, it had the misfortune to hit his bag full toss, breaking the zip! Worse still, the penalty for doing this in match play is loss of hole! Young Spratt was mortified but no doubt will ensure that his bag is well out of the way in future! A salutary lesson to all golfers!

All in all, despite the defeat, a reasonable start to the season with some new young blood showing promise. This, backed up by the superb sponsorship by W. A. Consultants, augers well for the rest of the season.

ANGLERS PULL IN PLENTY!

NAVAL Air Command fisherman raised a staggering £4,800 for the National Society for the Prevention of Cruelty to Children at their fifth annual charity fishing event at Southwick Park Naval Recreation Centre.

The money was raised through the individual sponsorship of competitors, a waiving of entry fees by Portsmouth RN and RN Angling Association, donations from NAC funds and a raffle and an auction on the day. Nick Hawksworth of Basingstoke raised the most in personal sponsorship — £291.

In near freezing temperatures and wind only 18 of the 80 anglers caught fish. The winner was CPO Phil Timms (Fearless), who weighted in with 67lb 7.5oz (pictured right). Terry Sears of Drayton (66lb 3oz) was second and event organiser Lieut. Mike Martin of HMS Daedalus was third (44lb 3.5oz).

Since this event began in 1989 NAC coarse anglers have raised £14,000 for the children's charity. Prizes were kindly donated by numerous tackle dealers in the competitors' home towns. Particular thanks to Sistar, Drayton Angling Centre, Crawley Angling Centre and South Coast Tackle, Lee-on-Solent.



Students back tourney



HOST Unit Manchester put in an extremely good showing in the first national University Royal Naval Units Sports Tournament, winning the rugby and finishing second to Southampton in the hockey.

Seven teams competed for the hockey trophy and 10 took part in the rugger competition, in which the runners up came from Glasgow and Strathclyde.

Pictured is Capt. Harry Mucklow, Naval Regional Officer NW and Midlands, presenting the Goldcrest Cup to the Southampton URNU hockey team.

In all 230 URNU members took part in the tournament. It was a great success and is almost certain to become an annual fixture.

Emphatic victory by them indoors

IN AN exciting week-end of tennis, the RN(W) successfully won the Inter-Service 'B' Indoor Tennis Tournament. Apart from drawing with the RAF(W) last year it is the first time the RN(W) have won the trophy since 1984.

At the end of the first day, with two fine single wins by POWRENPT Jeanne Bone and one win, one loss by WO Nickii Hudson, RN(W) were level-pegging with the Army and had all to play for in the doubles on the Sunday. Two wins each by the number one pairing of Lieut.-Cdr. Carolyn Crumplin and Lieut. Jo Stuttard and the second pairing of Hudson and PWCT Nicky Warren, ensured an outright and well-deserved victory.

SUPERB DEBUT BY McCORMACK

COMMONWEALTH Games super-heavyweight Kevin McCormack made a spectacular debut in the Combined Services boxing championships at HMS Nelson beating his RAF opponent in a round and a half.

Mne. McCormack (45 Cdo) unleashed a barrage of on-target shots against SAC Paul Fiske, from which the referee saved the hapless airman 1 minute 25 seconds into the second round.

Army boxers may have appeared to stroll through the Inter-Services Team Championships, but there was sweet revenge for the Senior Service in the Combined Services event. The Navy won four of their five championship contests, with only McCormack having seemed an odds-on favourite before the night.

At light-welterweight Cpl. Rob Wileman (Comacchio Group), making his first appearance since the 1991 season, was too experienced and too strong for Spr Jhapat Singh (Army) and took a unanimous points decision.

At light-middleweight Mne.



Ian Thompson (42 Cdo) was unrelenting against his fancied Army opponent, LCpl. Lee Innes (3 Tng Reg RE). He dropped Innes to the canvas

with a rear hand and although the engineer survived the count to fight on, the referee stopped the contest eight seconds before the end of the first round.

LWtr Ian Cummings (Daedalus) took a majority decision over Army middleweight LCpl. Jeff Ollerhead (1 Kings). It was a close contest but Cummings dominated the final round.

A controversial majority points decision went against AB Lennie Woodcock (Nelson) in his light-flyweight bout against Cpl. Darren Fox (RAF).

● Stop Press — the Combined Services sailed to a 9-3 victory over Western Counties in the ABA Quarter Finals. Four of the wins came from Army boxers, three from RAF and two Navy. The Navy victors were Royal Marines Cpl. Rob Wileman and Mne. Kevin McCormack.



Above: Mne. Kevin McCormack (right) on his way to the super-heavyweight title. Referee WO2 Jones stopped the contest in the second round. Inset: LWtr Ian Cummings, middleweight champion.

Marines call the tune

LOOKING impressive as they perform at the Royal Albert Hall are the Massed Bands of the Royal Marines that took part in the Mountbatten Festival of Music.

Proceeds from the concert went to the Malcolm Sargent Cancer Fund for Children and a number of Service charities.

The RM Band of CINNAVHOME will be appearing at the Guildhall, Portsmouth, and the De La Warr Pavilion, Bexhill-On-Sea, in aid of the KGFS, on May 9 and 30 respectively. Ticket details are available on 0705 824355 (Portsmouth) and 0424 212022 (Bexhill-On-Sea).

Picture: PQ(Phot) Ash Amilwala.

FOR BEM — READ MBE

NO more awards of the British Empire Medal will be made to RN personnel, following the Prime Minister's announcement of changes in the honours system.

Anyone hitherto considered for the BEM will now qualify for the MBE, although no retrospective exchanges, ie BEM for MBE, will be made.

First awards under the new system will be made in the Northern Ireland List to be announced on May 11.

Knighthoods will now not automatically be given on promotion to three star rank (Vice-Admiral).

Operational gallantry awards — which the Armed Forces have agreed in principle should no longer be related to rank —

are currently under review by the Ministry of Defence and a report will be made in the next few months.

Trident triumph

HMS Vanguard's contractor's sea trials have been highly successful, Defence Procurement Minister Jonathan Aiken said in response to a question in the House of Commons, with "all major systems and equipments performing well".

He added that this was a particularly impressive achievement for the first of a new class.

It was revealed last month that the Trident submarine lost her towed array sonar during her first cruise — though this was due to faulty assembly of the sonar itself rather than to any defect in the boat.

Norway death

A FOURTH Royal Marine has been killed during winter exercises in Norway. Mne. Robert Pike, of the Plymouth-based Commando Logistic Regiment, died after a 20 ton vehicle plunged into a river at Skoelv. None of its other passengers were injured.

As reported in last month's Navy News three marines died in two separate incidents in Norway in February.



Closures confirmed

CLOSURE of Portland Naval Base and the refitting stream at Portsmouth, for which plans were announced in Navy News in December, was confirmed last month by Armed Forces Minister Archie Hamilton.

Some 1,200 naval personnel and 200 MOD civilians will continue at RN air station Portland, which continues in operation, while 400 naval staff transfer to Devonport along with the RN's Operational Sea Training task.

Portsmouth's Fleet Maintenance and Repair Organisation's workforce will reduce by about 2,170 to 1,800 by March next year as no more ship refits will take place there.

Docking and essential defects; assisted maintenance periods; emergency repairs; and, where necessary, enhancement work will be carried on, however.

Market testing

Flag Officer Portsmouth Rear Admiral David Bawtree said he was confident the plans now being developed for the FMRO — it is to be reviewed for Agency status next year in parallel with a market testing

exercise — would secure its future.

"There will continue to be a strong Naval presence in Portsmouth for the foreseeable future, and therefore there will be a continuing and essential role for the FMRO," he said.

The new Auxiliary Oiler Replenishment vessel RFA Fort Victoria is being towed from her builder's Harland and Wolff, Belfast, to Portsmouth this month for trials and defect rectification by the FMRO.

Argonaut pays off

HMS Argonaut, the last remaining Leander Class frigate operating from Devonport, decommissioned last month.

During her 26 years service she saw frontline action during the Falklands' War when she suffered two hits by Argentinian bombs. Neither of the bombs exploded but two of her ship's company lost their lives.

HMS Argonaut made the news again in 1987 after rescuing Virgin boss Richard Branson when his attempt to cross the Atlantic by balloon failed.

NEW FIRST AT FASLANE

A NEW 1st Submarine Squadron is to be set up at Faslane on October 1, the day after the old one disbands at Gosport, home of the Submarine Service since 1901.

It will consist of the former 3rd and 10th Submarine Squadrons — the latter comprising the Polaris force — based there at the Clyde Submarine base, HMS Neptune.

Combination within one squadron of two different types of submarine — SM3 currently operates nuclear-powered Fleet submarines — together with the introduction of the Trident boats is seen to be a complex issue, however, and the amalgamation will be phased to complete in 1995.

The structure of the 2nd Submarine Squadron at Devonport, which operates Fleet submarines as well as the new Upholder Class conventional boats, will remain unchanged although Shore Training responsibility will transfer to a new single training authority — Captain Submarine Sea and Shore Training, established this month.

This combines the resources of the old CSST and SM Command Course with those of the Submarine Command Team Trainers and Submarine Manoeuvring Room Trainers.

Marines reshuffle

From page one

Of those employed by the Navy only one redundancy has resulted from the move as all personnel have been re-employed in the Plymouth area.

While it brings Royal Marines back to Pompey only the HQs are moving — the main unit bases remain as before with most of 3 Cdo staying in the West Country.

Commando units will continue to provide battalion-sized commitments to the Army's Emergency Tour plot. This includes Northern Ireland, Belize — where 45 Cdo will spend six months from May — and Bosnia.

3 Cdo's main role continues as Britain's amphibious landing force.

Lieut. Gen. Robin Ross, who

succeeded Lieut.-Gen. Sir Henry Beverley as Commandant General Royal Marines last month, told Navy News:

"As the Royal Marines are assimilated more closely into the Naval service I am entirely confident that such an historic and timely move will benefit both my Corps and the Royal Navy as a whole as we face the challenges of the post Cold War era."

The reorganisation is the most significant since 1969, when Portsmouth and Plymouth Groups became Headquarters Training and Reserve Forces and Headquarters Commando Forces.

In fact it marks a return to much earlier days when most of the Corps was serving at sea, a trend that has run down over

Helos in canoe rescue

FIVE of the survivors from last month's canoe tragedy in Lyme Bay were picked up by a Sea King from 772 Naval Air Squadron at Portland.

Another Sea King from Portland, from 810 Sqn, and the Type 22 frigate HMS Beaver's Lynx helicopter joined the search organised by the Rescue Co-ordination Centre at Plymouth, together with a Wessex from RAF Chivenor.

Four teenagers from Southway Comprehensive School, Plymouth died after their canoes capsized. Four others, plus their teacher and two instructors were recovering from their ordeal at Weymouth Hospital.

Aid flight shelled

SHELLFIRE greeted two 845 Naval Air Squadron Sea Kings as they flew into Srebrenica to rescue three wounded Bosnians and two Canadian soldiers from the besieged town.

Neither aircraft was damaged and none of its personnel was hurt, but as Navy News went to press last month it was said to be unlikely that the operation would be repeated unless assurances were received from the Serbian capital of Belgrade and the troops on the ground that humanitarian flights would not come under fire.

Lieut. Tim Kelly, a mobile air operations specialist who arrived in a French Puma helicopter, told how he looked for a little girl who had been injured by shrapnel.

"Sadly, her mother and father indicated that she was dead. You could hear them wailing above the noise of the aircraft."



Wizard teamwork

GALE force winds and rough seas faced the EH101 Merlin, the new anti-submarine warfare helicopter on order for the Navy, as it teamed up with HMS Iron Duke to complete a second programme of ship handling trials in the English Channel.

The Merlin made 59 landings on board the Type 23 frigate in weather conditions which produced 40-50 knot

winds and 20ft. high waves. "Merlin is designed to operate in North Atlantic winter conditions," said Westland Helicopters' chief test pilot Colin Hague. "The Channel produced sea state seven and the aircraft handled well throughout four days' trials."

As Navy News went to press, HMS Iron Duke arrived alongside in Gosport, the first time a RN frigate has tied up there in many years. Her visit

enabled dockyard management to test the berthing facilities of surface ships in Haslar Creek.

Meanwhile the 75-year-old Duke of Wellington came face to face with the frigate which bears the nickname of his famous forebear.

During a visit to HMS Iron Duke he said he planned to maintain his links with the ship as part of a long-standing family tradition and will be present, along with the Duke of Wellington Regimental Band, when the ship commissions in May.

